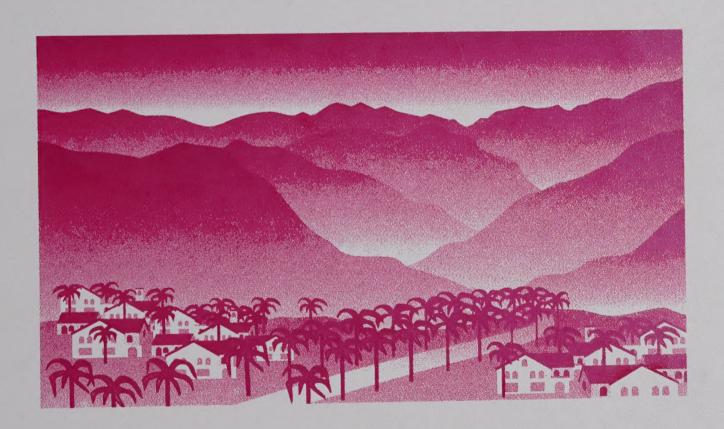


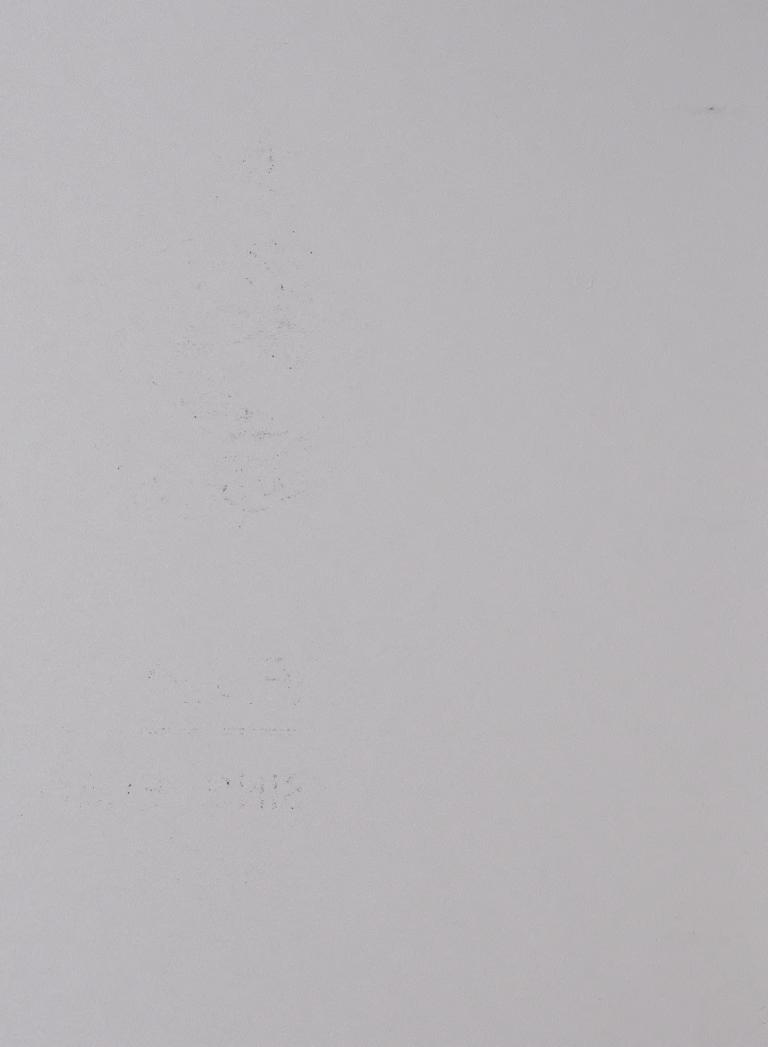
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City of La Quinta, California





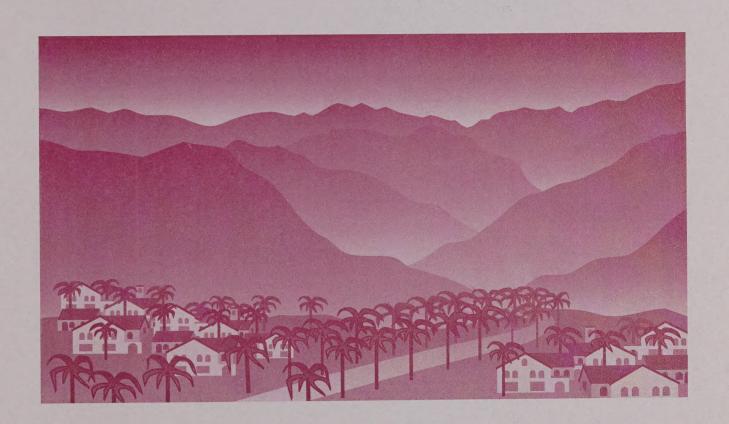


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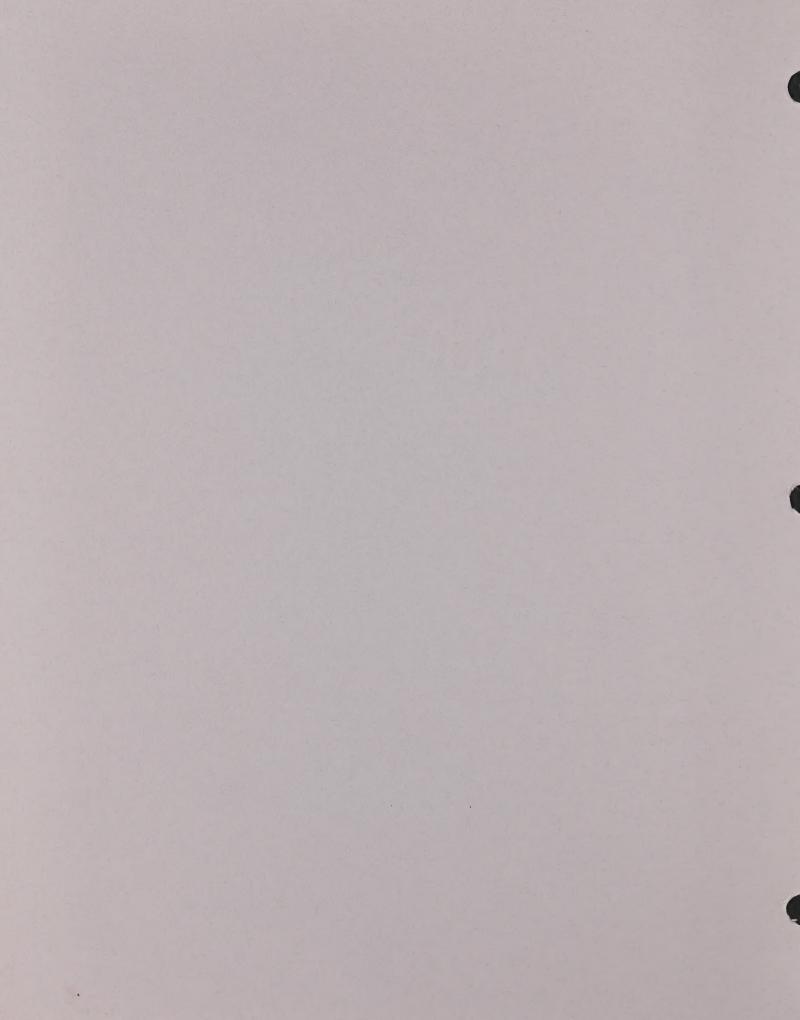
LA QUINTA GENERAL PLAN 1992



City of La Quinta, California







CITY OF LA QUINTA GENERAL PLAN

Prepared for:

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6 October 1992



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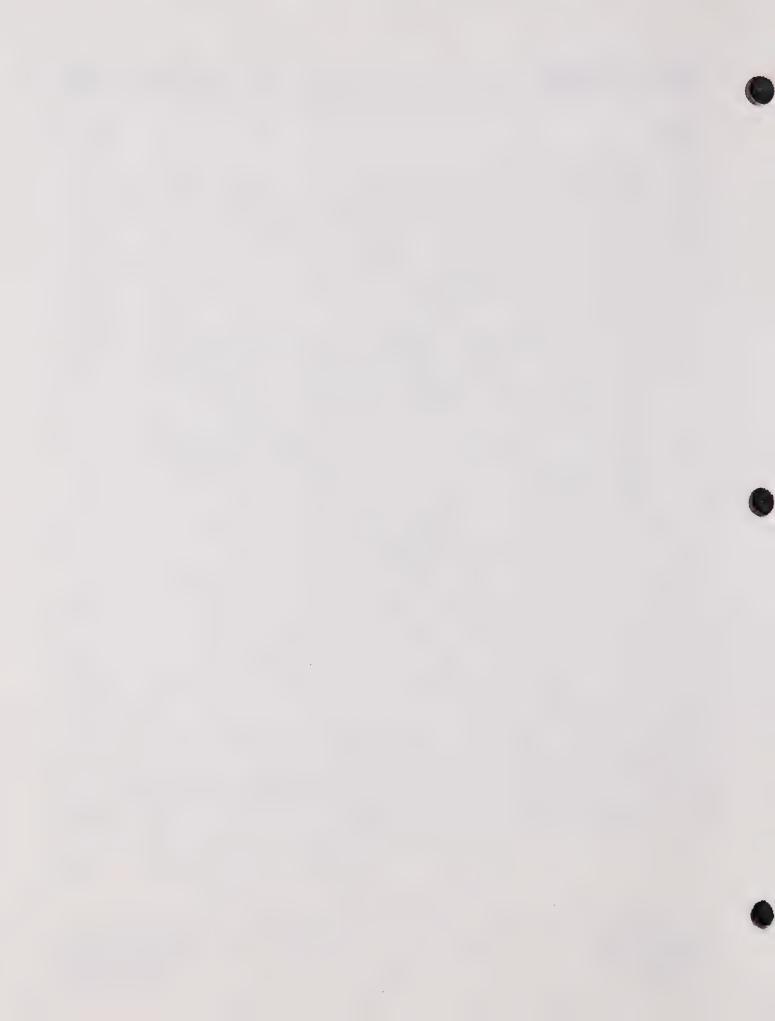
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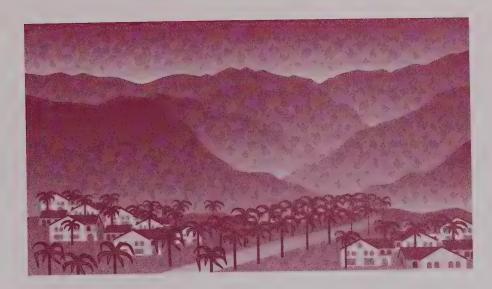
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1.0 Introduction

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OVERVIEW

The City of La Quinta is nestled at the base of the Santa Rosa and Coral Reef Mountains and contains 28.4 square miles of mixed urban, agricultural and vacant land uses. Given the continuing growth of the community, La Quinta has carefully reviewed and, as necessary, revised its existing policies related to land use, circulation, environmental, economic, social and cultural concerns in order to provide its citizens, officials and staff with current and consistent guidelines. The implementation of the policies included in the General Plan Update will facilitate the direction of growth and type of development within the City most desired by its residents.

Incorporated in 1982, the City of La Quinta is located in the Coachella Valley in south-central Riverside County. It is bordered by the cities of Indian Wells and Indio, and unincorporated areas of Riverside County (including Bermuda Dunes). Figure 1, Regional Location, graphically identifies the City within the Coachella Valley.

The La Quinta General Plan Update has been prepared pursuant to California Government Code Section 65300, et. seq., which requires the legislative bodies of counties and cities to "adopt a comprehensive, long-term general plan for the physical development" of the community. In accordance with state law, the La Quinta General Plan Update planning area includes the entire incorporated area of the City and addresses a "broad and evolving range" of physical, social and economic issues associated with the City's continuing development. The General Plan Update addresses local issues through a variety of goals, objectives and policies within eight plan elements.

DEVELOPMENT OF GENERAL PLAN UPDATE

The citizens of the City of La Quinta have played an active and important role in the development of the General Plan Update as the General Plan is the community's "constitution" for land use/development policy. Through a year long series of Town Hall Workshops (Spring 1991 to Spring 1992), residents joined with the La Quinta City Council and Planning Commission to develop the goals, objectives and

policies with which to direct the City toward the next century.

Prior to final approval and adoption, the General Plan Update received additional public review and comment through public hearings before the City Council and Planning Commission. The City Council adopted the General Plan Update on 6 October 1992.

ORGANIZATION OF THE GENERAL PLAN UPDATE

The La Quinta General Plan Update consists of eight elements which, together with the previously adopted Housing Element, comply with the content requirements of California Government Code Section 65300, et. seq.

The Land Use Element of the General Plan Update designates the general distribution and intensity of uses of the land for housing, commercial, office, industrial, open space, parks, and public facilities and services. This element complies with the state requirements for a Land Use Element.

The Circulation Element of the General Plan Update is consistent with the Land Use Element described above and identifies the general location and extent of existing and proposed streets and roadways, mass transit routes, and bike paths/pedestrian paths/ equestrian trail routes. This element complies with the state requirements for a Circulation Element.

The Open Space Element of the General Plan Update identifies the City's policies for preserving open space for natural resources, the managed production of resources, outdoor recreation, public health and safety, and the identification of agricultural land. This element complies with the state requirements for an Open Space Element.

The Park and Recreation Element of the General Plan Update details the City's plans and measures for the provision of public parks and recreation facilities to serve area residents. This element complies with the state requirements for the provision of open space for park and recreation purposes as required in a General Plan open space element. However, because of the importance of park and recreation facilities in



La Quinta, a separate Park and Recreation Element is included in the General Plan.

The Environmental Conservation Element of the General Plan Update identifies the City's policies relative to the conservation, preservation and development of areas in the City with substantial cultural and environmental resources. Topography/ hillside areas, archaeological, historical, biological, groundwater, surface water, mineral/soil and energy resources are discussed in this element. This element complies with the state requirement for a Conservation Element.

The Infrastructure and Public Services Element of the General Plan Update establishes polices and programs relative to the provision of utilities, public safety, educational and municipal facilities and services in the City. This element addresses the infrastructure components of the state mandated Circulation Element. However, because of the importance of infrastructure and public services in La Quinta, the element is in addition to those elements required by the state.

The Environmental Hazards Element of the General Plan Update identifies the City's policy relative to the reduction and mitigation of natural and manmade hazards to increase the public safety of its citizens. Hazards addressed include geologic and seismic, soil, flood, fire, noise, and hazardous waste. This element complies with the state requirements for both a Noise Element and a Safety Element.

The Air Quality Element of the General Plan Update details policies governing the achievement and maintenance of acceptable air quality within the City. This element is in addition to the elements required by the state.

Each element in the General Plan Update is designed in a similar format to introduce the reader to the purpose of the element, describe the existing conditions relative to the particular topics addressed in the element and to identify the relationship of the element within the context of the overall General Plan. Furthermore, each element is internally consistent as well as consistent with each other, such that the entire General Plan provides clear consistent and unified policy direction. All elements include the following sections:

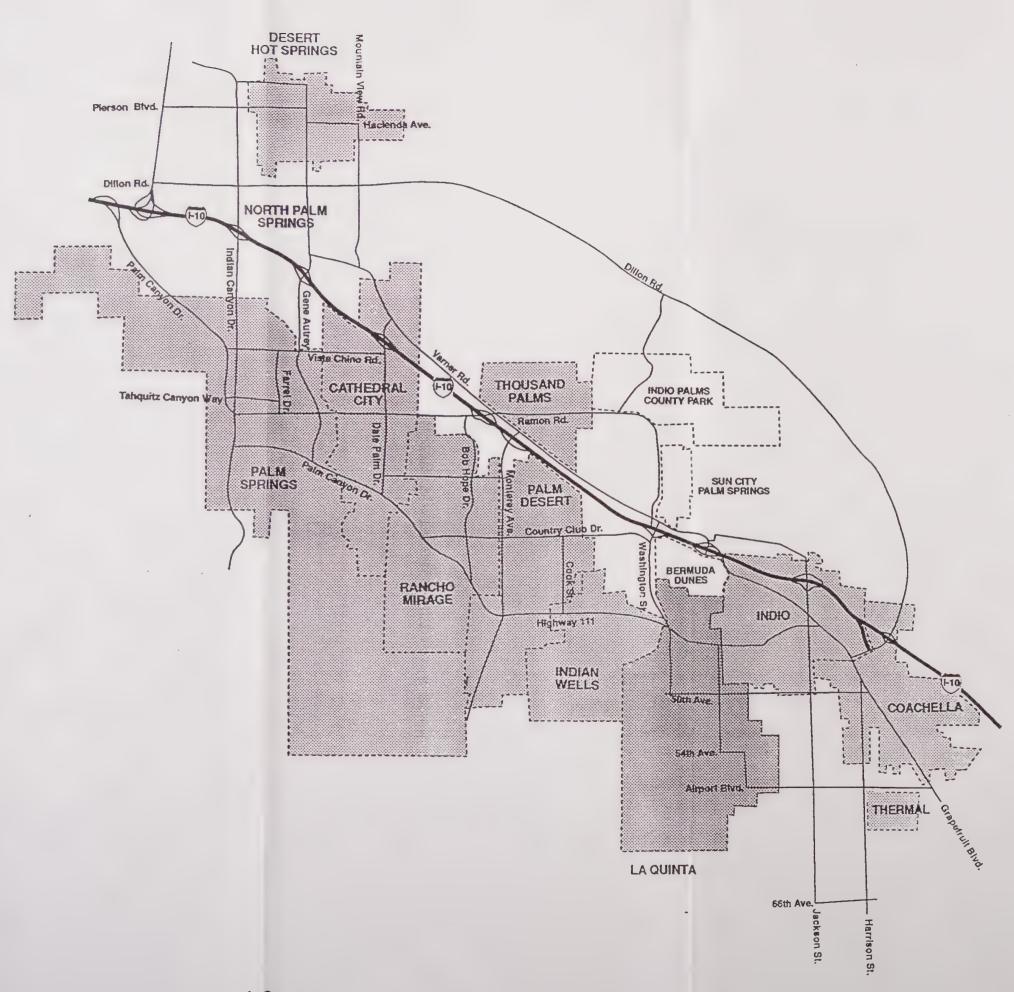
• Introduction - Includes a description of the purpose of the element.

- Existing Setting Includes an overview of the existing conditions in the City of La Quinta relative to the subject (e.g., circulation, open space, air quality, etc.) of the element.
- Summary of Key Planning Issues Includes a brief discussion of the key issues within the element. The key issues have been identified throughout the planning process by citizens, City staff, elected and appointed officials, other governmental agencies as well as other persons having an interest in the General Plan Update.
- Element Vision Statement Includes a statement describing the future state of the element which is desired by the citizens and elected and appointed officials of the City.
- Relationship to Other Elements Includes a brief statement describing the relationship of the particular element to the other General Plan elements.
- Overview of the Element Policy Diagram –
 Includes a graphic depiction of the various written
 policies within the element, as well as a description
 of the policy diagram itself.
- Element Goals, Objectives and Policies –
 Includes a summary of the various actions,
 programs and strategies the City should take to
 implement the element's goals, objectives and
 policies.

The Environmental Impact Report for the La Quinta General Plan Update is available under separate cover. An EIR is required for all planning documents pursuant to the California Environmental Quality Act and guidelines (Public Resources Code 21000 et. seq. and the California Code of Regulations 15000 et. seq.). The purpose of the EIR is to ensure that citizens and public officials are aware of the environmental implications of the policies and programs in the General Plan.

UPDATE PROCESS

It is necessary to periodically review, update and revise the General Plan as the City and its resources are developed. State law permits as many as four General Plan Amendments per year. In addition, the State recommends short-term portions of the General Plan be reviewed on an annual basis and that the entire document be thoroughly reviewed every five years.





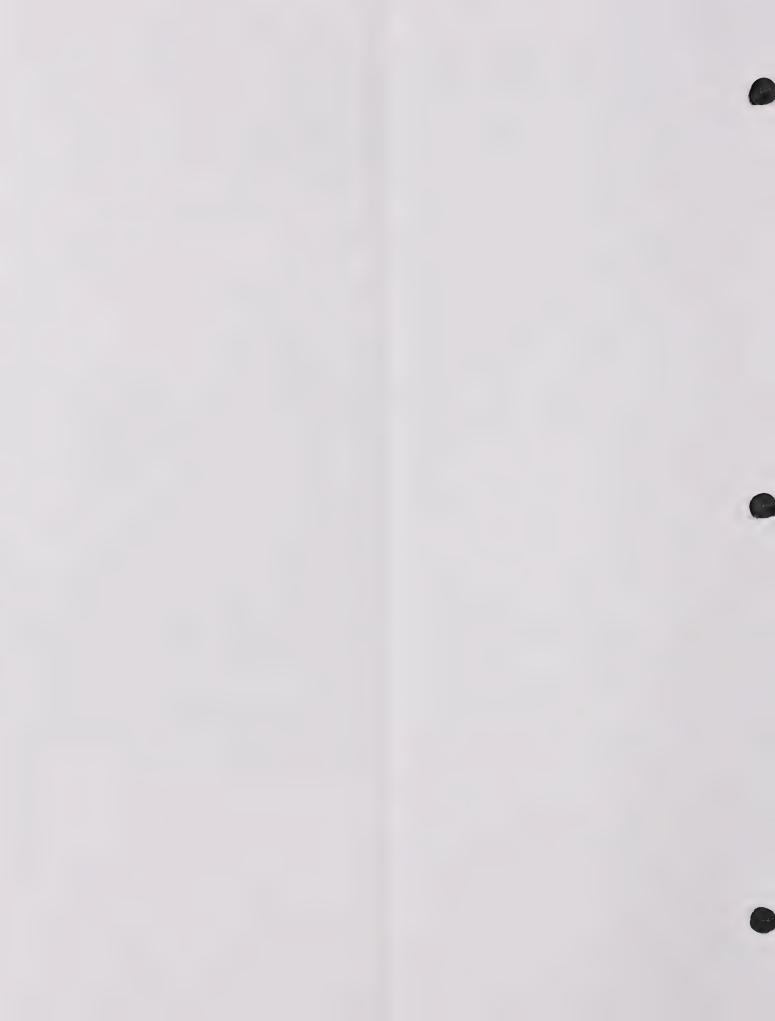
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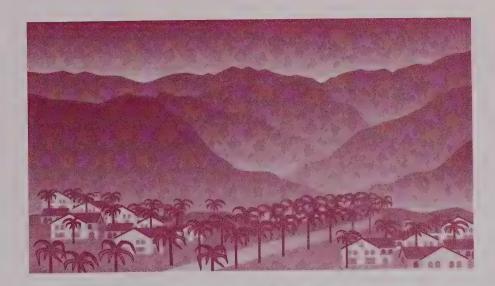
REGIONAL LOCATION











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Park and Recreamen Exement

Environmental Conservation Element

Intractructure and Public Services Element

Environmental Hazarda Element



Chapter 2 Land Use Element

INTRODUCTION

The Land Use Element of the La Quinta General Plan identifies and establishes the City's policy relative to the desired future pattern, intensity, density and relationships of land uses in the City. The purpose of the element is to establish official City policy which:

- Identifies the general types, locations and distribution of land uses desired in La Quinta at buildout.
- Identifies standards for land uses relative to population and building density/intensity and the character and compatibility of land uses.
- Identifies desired courses of action/ strategies which provide the means to implement the community's land use policies.

The Land Use Element is organized in the following manner:

- Existing Setting Provides a general overview of the existing setting and pattern of land use in La Quinta.
- Summary of Key Planning Issues Includes a brief discussion of the key planning issues which are addressed in the Land Use Element.
- Land Use Vision Statement Includes a statement describing the future state of land use in La Quinta desired by the citizens and elected officials of the City. The development policies in the Land Use Element are designed to bring this vision to fruition.
- Relationship To Other Elements Includes a statement describing the relationship of the Land Use Element to the other General Plan elements.
- Overview of Land Use Policy Diagram Includes a description of the land use plan diagram.
- Land Use Development Goals, Objectives and Policies - Includes a description of the City of La Quinta's policy relative to the location, distribution, and standards of the various land uses in the City.
- Land Use Implementation Measures Includes a summary of the various actions, programs and strategies the City of La Quinta should take to implement the Land Use Element goals, objectives and policies.

EXISTING SETTING

La Quinta is a desert community of 11,215 permanent and 4,500 seasonal (primarily winter) residents (1990 U.S. Census). The community is approximately 28.6 square miles in size and approximately 75% undeveloped. Existing development is concentrated in four general areas, primarily single– family detached residential uses north of the Coachella Valley Stormwater Channel; golf course and gated single–family residential communities in the vicinity of the La Quinta Hotel; a mix of medium density single–family detached uses and office and retail uses in the Cove and Village areas; and a mix of attached and detached single family and golf course uses in PGA West, which is located south of Avenue 54.

Much of the community is either undeveloped or comprised of steep sloped mountains which are difficult on which to develop. The Santa Rosa and Coral Reef Mountains in the southwestern portion of the community include steep sloped, scenic terrain which is difficult to develop. Large developable, but vacant, tracts of land exist along the Highway 111 corridor, between Washington and Jefferson Streets north of Avenue 50 and south of Avenue 52, and east of Jefferson Street and PGA West.

A land use inventory was conducted in preparation of the General Plan. A tabular overview is presented on Table LU-1, City of La Quinta Existing Land Use Status.

SUMMARY OF KEY LAND USE ISSUES

The following key land use issues are addressed in the policies of the Land Use Element.

- Maintaining the City's low density residential character with a balance of supporting commercial and community facilities.
- The City enjoys a reputation as a desirable locale. The City's unique and attractive character stems from a combination of its environmental setting near the mountains, its resort image and the cultural diversity of the Cove and Village areas.

TABLE LU-1

City of La Quinta, Existing Land Use Status

Land Use	Acres	Percent of Study Area	
Residential			
• Very Low Density (0–2 DU/AC)	97 468	0.5 2.6	
Low Density (2–4 DU/AC)Medium Density (4–8 DU/AC)	1,232	6.7	
 Medium High Density (8–12 DU/AC) 	85	0.5	
High Density (12–16 DU/AC)	37	0.2	
Subtotal	1,919	10.5	
Commercial			
Convenience	10	0.1	
 Neighborhood 	2	0.01	
• Community	26	0.1	
Regional Tavriot (Charlette)	0	0	
Tourist/SpecialtyOffice	108	0.6 0.1	
Industrial	0	0.0	
Subtotal	158	0.9	
Major Community Facilities	186	0.1	
Mountain Areas	5,540	30.3	
Golf Courses	1,582	8.7	
Flood Control/Canals	392	2.1	
Arterial/Collector Street Rights-of-Way	510	2.8	
Agricultural	1,905	10.5	
Vacant (Developable)	6,154	33.9	
Totals	18,346	100.0	

Source: BRW, Inc.; March 1992.

- The large, vacant land parcels adjacent to Highway 111 present major opportunities for substantial commercial development with significant fiscal benefits. The City supports encouraging and pursuing high tax revenue—generating types of uses, specifically retail commercial, hotels/resorts, and "clean" industry or corporate headquarter facilities.
- Commercial development should be placed in locations which benefit the overall welfare of the City. The Highway 111 Corridor should be oriented toward community and regional retail, office and commercial park uses. The Village should be oriented toward boutique/restaurant/tourist commercial uses, including neighborhood grocery and drugstore uses. Commercial uses elsewhere in the City should respect the character and be sensitive to the nature of the surrounding uses. The commercial land use designations in the Land Use Element should address characteristics such as size, type of use and appropriate locational and design character.
- Commercial development should be facilitated to occur in appropriate locations already planned and zoned, such as the Highway 111 Corridor and the Village.
- Higher density residential uses should be allowed in areas close to employment centers, the Village and major transportation corridors. However, the character of these uses should achieve a subtle effect through sensitive design, buffering, landscaping and screening.
- As the community continues to build-out, potential incompatibilities between land uses will need to be addressed. Visual, audible and odoriferous impacts will have to be addressed through design, buffering, screening and other mitigation techniques.
- The trend of walled residential subdivisions has resulted in many types of perimeter wall treatments in the City. The design of these walls and other elements of the streetscape should be coordinated to create more of a continuous appearance throughout the entire community.
- Development should not be allowed on hillsides nor alluvial fan areas to protect the scenic resources of the City.
- As a link to the City's agricultural past, elements of existing citrus orchards, date palm groves and farming areas should be preserved.
- Open space areas should be inclusive of hillside areas, water courses, golf courses and improved and natural park areas. Open space areas should

- address the preservation of endangered wildlife/and plant species' habitat areas and historical and cultural resources.
- The area south of the Cove should be utilized, either individually or in combination, as a park, golf course or natural open space.

LAND USE VISION STATEMENT

A Land Use Vision Statement based on the key land use issues and desires of the citizens and elected officials of the City of La Quinta is presented below. The development policies included in this Land Use Element are designed to bring this vision to fruition.

"The City of La Quinta's vision of the future for land use focuses on preserving, maintaining and enhancing the City's high quality of life for its residents. This is currently exhibited in the City's unique and attractive environmental setting at the foot of the Coral Reef and Santa Rosa Mountains, the City's low-density residential character and resort image, the ethnic diversity of the Cove and the culturally-oriented attitude of its residents. The vision also focuses on facilitating and integrating, through appropriate location, desirable character and sensitive design, a mixture of commercial, resort, residential and community facility uses to enhance the existing high quality of life."

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Land Use Element is one of nine elements in the La Quinta General Plan. The Land Use Element generally has the broadest scope of all elements and plays the central role of correlating all land use issues into a coherent set of development policies. The goals, policies, standards and proposals within this element shall relate directly to, and shall be consistent with all other elements.

OVERVIEW OF LAND USE POLICY DIAGRAM

The graphic depiction of the City of La Quinta's official policy relative to land use is presented on Figure LU-1, Land Use Policy Diagram. This diagram illustrates the general pattern and relationship of the various land uses in La Quinta at buildout. The timeframe for buildout is not definitively known because of the unpredictability of future real estate markets, financial markets, etc.

An acreage tabulation of land use policy is presented on Table LU-2, Policy Diagram Land Use Acreages. The acreages of the various land uses on the Land Use Policy Diagram are presented, along with the number of dwelling units, anticipated population, and amount of non-residential square footage. This table should be updated annually to incorporate amendments to the Land Use Policy Diagram.

The development policies and standards described in the Land Use Element are the basis for Figure LU-1. The Land Use Policy Diagram should be used as a general guide for the identification of the location of the various land uses in the City. The diagram should be used in combination with the written development polices, standards and other guidelines in the text of the Land Use Element.

The boundary lines between land uses on the Land Use Policy Diagram have been located, whenever possible, between significant natural and manmade features to aid in identification. These features include rivers, canals, mountains, roadways and flood control channels. The boundary lines are also located based on the locational and area standards presented in the development policies. The boundaries provide a generalized demarcation line and are able to be adjusted if the land use is consistent with the intent of the Land Use Element. The City of La Quinta Planning Department staff, Planning Commission and City Council will have the final responsibility for the demarcation of land use boundaries.

The demarcation lines presented on the Land Use Policy Diagram are not intended to indicate existing or future zoning boundaries. California statutes require consistency, not identical boundary conformity, between the General Plan and the zoning of land within the City.

LAND USE DEVELOPMENT **POLICIES**

The City of La Quinta's official development policies related to land use are presented below. In the context of this General Plan, development policies include goals, objectives, policies and standards based on the following general definitions:

GOAL

A concise statement which describes a desired condition to be achieved. A goal is generally not quantifiable, time-dependent or suggestive of specific actions for achievement. Goals are expressed as ends, conditions or states.

Objective

A specific end, condition or state that is an intermediate step toward attaining a goal. An objective should be achievable and, when possible, measurable and time- specific.

Policy

A specific statement which guides decision- making. A policy is clear and unambiguous and is based on the General Plan's goals and objectives, as well as the analysis of data.

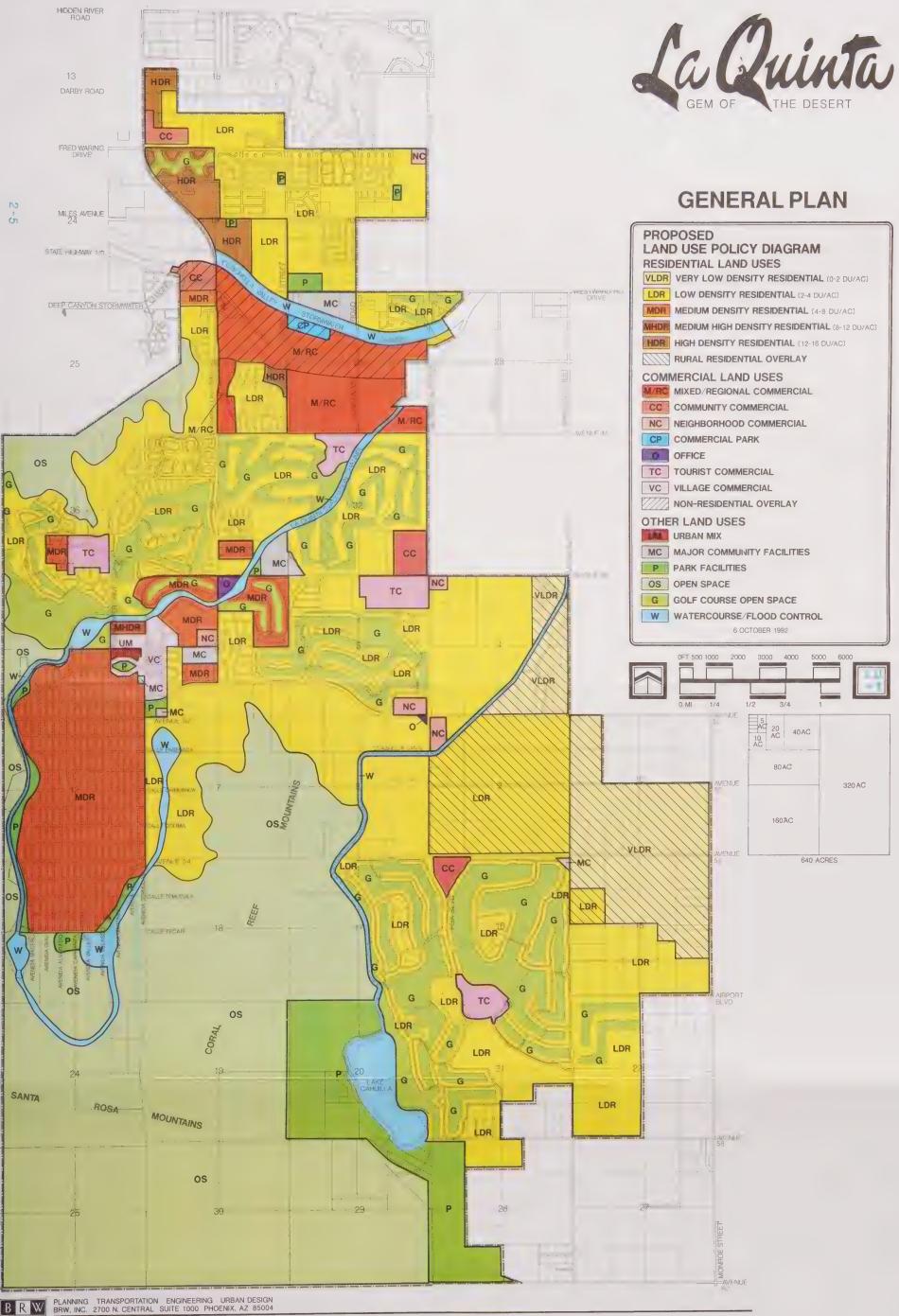
Standard

A rule or measure establishing a level of quality or quantity which must be complied with or satisfied. Standards define the abstract terms of goals, objectives and policies with concrete specifications.

These development policies are established to guide the development, redevelopment and preservation of land use in the future. Development policies by topical area (e.g., land use type, redevelopment, urban design, etc.) are presented on the following pages.

Residential Land Use Development **Policies**

Background - Five residential land use categories and one residential overlay are included on the Land Use Policy Diagram. The acreages, number of dwelling units and anticipated population within each category are presented on Table LU-2. City of La Quinta, Policy Diagram Land Use Data. standards for density and general development characteristics are presented on Table LU-3. City of La Quinta, Residential Land Use Category Standards. This table should be used together with the following development policies.



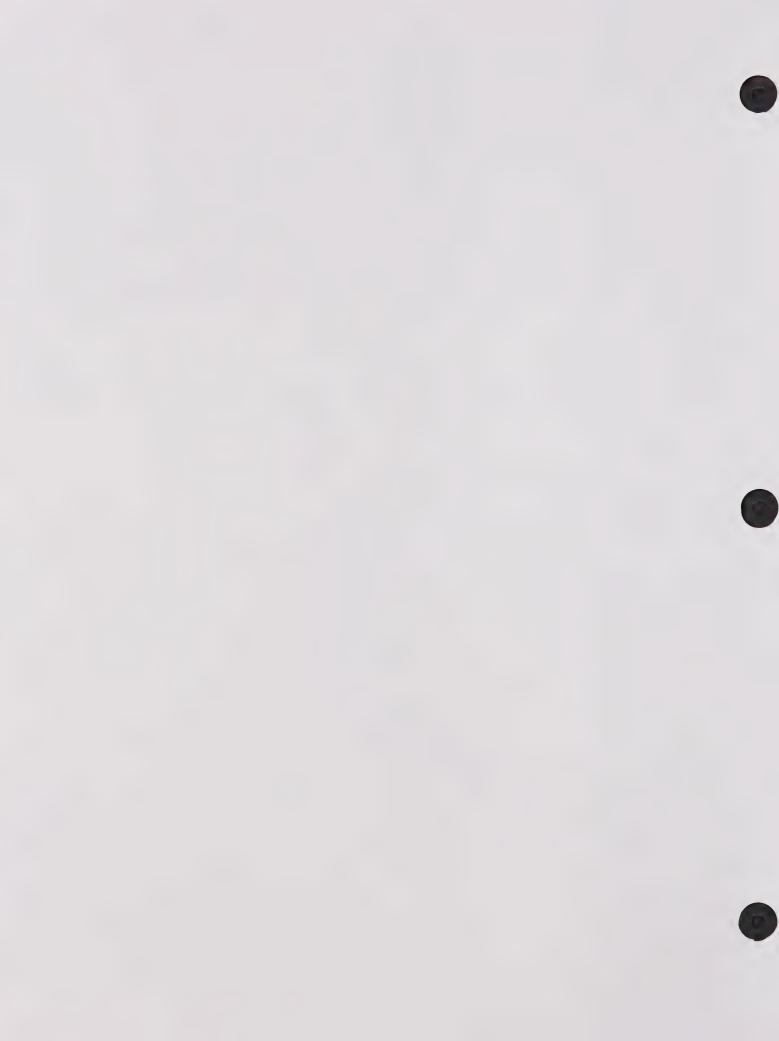


TABLE LU-2

City of La Quinta, Policy Diagram Land Use Data At Buildout⁽¹⁾

Land Use	Acres		Developm Magnitud		Population ⁽⁷⁾
Residential					
 Very Low Density (0–2 DU/AC) 	1,360		2,102	DUs*	3,994
 Low Density (2–4 DU/AC) 	4,019		15,155	DUs	28,795
 Medium Density (4–8 DU/AC) 	2,165		10,267	DUs	19,507
 Medium-High Density (8-12 DU/AC) 	19		178	DUs	338
High Density (12–16 DU/AC)	353	(2)	3,541	DUs	6,728
Subtotals Residential Commercial	7,916		31,243	DUs	59,392
Mixed/Regional (0.22 FAR) ⁽⁶⁾	476		4,562,000	SF**	_
Community (0.22 FAR)	200		1,917,000		_
 Neighborhood (0.20 FAR) 	45		392,000	SF	
Commercial Park (0.20 FAR)	16		140,000	SF	Annua
Office (0.25 FAR)	38		414,000	SF	_
• Tourist	250		2,070	Rooms	e _s m
Village (0.20 FAR)	93		810,000	SF	
Subtotals Commercial	1,118		8,235,000 2,070	SF/ Rooms	-
Urban Mix	8		_		_
Major Community Facilities	120	(3)	time		_
Park Facilities	970	(4)	-		_
Open Space			_		_
Golf Course Open Space			_		Man .
Watercourse/Flood Control			_		6940
Arterial/Collector Street ROW		(5)	-		-
Totals	18,345		8,235,000 2,070 31,243	Rooms/	59,392

Notes to Table LU-2:

- (1) Acreages and the corresponding development magnitude are based on land use patterns at build-out.
- (2) Acreage accounts for these uses within specific plans and tract maps within other land use categories. Actual acreage on Land Use Policy Diagram totals 85 acres.
- (3) Includes 97 acres of school-related facilities.
- (4) Includes the 845-acre Lake Cahuilla County Park. The actual acreage will be 1024.6 acres which includes 54.6 acres of future neighborhood/community parks not yet specifically located. Refer to Park and Recreation Element.
- (5) Based on La Quinta Circulation Element.
- (6) FAR describes the building floor to site area ratio. These ratios are averages, not upper limits, for each commercial land use category.
- (7) Assumes 1.9 persons/household which accounts for both permanent and seasonal residents.
- * Dwelling Units **Square Feet

Source: BRW, Inc.; June 1992.

GOAL 2-1

A City with a low density residential character through the development of low density residential areas and higher density residential areas with generous areas of open space.

Objective 2-1.1

The General Plan shall identify residential land use categories on the Land Use Policy Diagram which provide for a variety of residential product types, densities and development characteristics.

Policy 2-1.1.1

The General Plan shall define residential density according to the formula presented below.

$$D = \underline{du}$$

$$A - (c + i + a)$$

Where D = Residential density

A = Total site area (acres)

c = Total commercial land area (acres)

 i = Total industrial land area, including electrical substations, well sites and watercourse/flood control facilities (acres)

a = Arterial street rights-of-way (acres)

du = Dwelling Units

Policy 2-1.1.2

All new development shall conform to the building intensity (as defined by the density range) shown on the Land Use Policy Diagram. The maximum density of the development shall not exceed the maximum density for the site, except where a density bonus for the provision of particularly desirable design amenities is allowed.

Policy 2-1.1.3

Sites considered for density bonuses shall be evaluated on an individual basis considering such factors as adjacent land use compatibility, available services, infrastructure, traffic impacts, provision of affordable housing opportunities, enhanced urban design standards, provision of significant open space, on–site historic or cultural resource preservation, and similar issues. A density bonus may be granted for

incorporating particularly desirable design amenities into a project. This bonus shall not exceed 10 percent.

Policy 2-1.1.4

A Very Low Density Residential (VLDR) category shall be established on the Land Use Policy Diagram. The density standard for this category shall range from 0-2 dwelling units/acres (DU/AC). The maximum density shall be 2 DU/AC, the general residential product type shall be characterized by one to twostory, single-family detached homes on large lots or clustered one to two-story, single-family attached (condominium) units in projects with generous amounts of open space, subject to conditions for varying residential use guidelines as specified in Policy 2-1.1.8. Appropriate locations of VLDR uses shall include areas adjacent to LDR uses, within planned communities which provide a variety of residential dwelling unit types, in environmentally sensitive areas and in areas where equestrian uses are allowed or where a rural character is desired. Specific areas appropriate for VLDR uses include the portions of the City east of Jefferson Street and south of Avenue 50.

Policy 2-1.1.5

A Low Density Residential (LDR) category shall be established on the Land Use Policy Diagram. The density standard for this category shall range from 2–4 DU/AC. The maximum density shall be 4 DU/AC. The general residential product type shall be characterized by one to two–story, single–family detached homes on large or medium size lots and/or clustered one to two–story, single–family attached units in projects with generous amounts of open space, subject to conditions for varying residential use guidelines as specified in Policy 2–1.1.9. Appropriate locations of LDR uses shall include all areas of the City except the Village, along Highway 111 and in open space areas.

Policy 2-1.1.6

A Medium Density Residential (MDR) category shall be established on the Land Use Policy Diagram. The density standard for this category shall range from 4–8 DU/AC. The maximum density shall be 8 DU/AC. The general residential product type shall be characterized by one to two-story, single-family detached homes on medium and small lots and/or one to two-story, single-family attached units in projects with open space, subject to the conditions for varying residential use guidelines as specified in Policy 2–1.1.9. Appropriate locations of MDR uses include the Cove area, near transportation arteries and in planned communities. The

TABLE LU-3

City of La Quinta, Residential Land Use Category Standards

Residential Category	Development Standards ¹	General Development Characteristics	
Very Low Density (VLDR)	0–2 DU/AC² 2 DU/AC maximum	One to two-story, single-family detached homes on large to clustered one to two-story, single-family attached homes surround by large open space areas.	
Low Density (LDR)	2-4 DU/AC 4 DU/AC maximum	One to two-story, single-family detached homes on large or medium sized lots; one to two-story, attached single-family homes clustered in areas surrounded by open space.	
Medium Density (MDR)	4-8 DU/AC 8 DU/AC maximum	One to two-story, single-family detached homes on medium to small sized lots; one to two-story, single-family attached homes (in MDR areas not within the Cove).	
Medium High Density (MHDR)	8-12 DU/AC 12 DU/AC maximum	One to two-story, single-family detached homes on small lots; one to two-story, single-family attached homes; one to two-story apartments.	
High Density (HDR)	12-16 DU/AC 16 DU/AC maximum	One to three-story, single-family attached homes; one to three-story apartments.	

Notes to Table LU-3:

- (1) Density defined pursuant to Policy 2-1.1.1
- (2) Dwelling Units per Acre.

Source: BRW, Inc.; March 1992

general residential product type allowed within the Cove shall be one-story single-family detached homes.

Policy 2-1.1.7

A Medium High Density Residential (MHDR) Category shall be established on the Land Use Policy Diagram. The density standard for this category shall range from 8-12 DU/AC. The maximum density shall be 12 DU/AC. The general residential product type shall be characterized by one to two-story, single-family detached homes on small lots; one to two-story, single-family attached units; and one to two-story apartments. Appropriate locations of MHDR uses include the Village area, along major transportation arteries and in planned communities.

Policy 2-1.1.8

A High Density Residential (HDR) Category shall be established on the Land Use Policy Diagram. The density standard for this category shall range from 12-16 DU/AC. The maximum density shall be 16 DU/AC. The general residential product type shall be characterized by one-three story single family attached units and one-three story apartments. Appropriate locations for HDR areas include areas where planned community facilities, major vehicular transportation system access, appropriately-sized utilities, commercial services and employment uses are easily available, and where adjacent development is compatible. A limited amount of this use is appropriate in the Village area, where the opportunity for pedestrian access to shops and recreation creates a unique opportunity for a special "center" in La Quinta.

Policy 2-1.1.9

Conditions for Varying Residential Use Guidelines

- VLDR. LDR and MDR uses will be allowed to locate in areas designated on the Land Use Policy Diagram as MHDR and HDR uses providing:
 - The VLDR, LDR and MDR residential use is part of a mixed-use planned development.
 - Utilities/transportation facilities to the site are designed for the use and density designated on the Land Use Policy Diagram.
 - The VLDR, LDR or MDR residential development will not create a deterrent negatively impact future HDR development.
 - VLDR, LDR and MDR areas are adequately buffered from adjacent MHDR and HDR uses, commercial sites, and arterial roadways.

- A Specific Plan application is filed and the overall project density is consistent with the underlying Land Use Policy Diagram density.
- If the above conditions are not met, then a General Plan Amendment is required to allow the use in a non-designated area.
- MHDR and HDR uses will be allowed to locate in areas designated on the Land Use Policy Diagram as VLDR, LDR and MDR uses providing:
 - A Specific Plan application is filed and the overall project density is consistent with the underlying Land Use Policy Diagram density.
 - The MHDR and HDR uses are part of a mixed-use, planned development.
 - Utilities/transportation facilities are designed to accommodate the MHDR and HDR uses.
 - MHDR or HDR uses are located adjacent to or in close proximity to arterial roadways and intersections.
 - HDR or MHDR uses buffer VLDR, LDR and/or MDR uses from commercial uses and arterial
 - MHDR and/or HDR uses are located in close proximity to park/open space uses such as neighborhood and community parks, schools or other recreational facilities. If not located in close proximity to these uses, the MHDR and/or HDR uses must provide substantial recreational amenities within the development.
 - If the above conditions are not met, then a General Plan Amendment is required to allow the use in the non-designated area.

Objective 2-1.2

The General Plan shall identify a "Rural Residential Overlay" designation on the Land Use Policy Diagram to facilitate the preservation and development of a rural character in desirable locations in the City.

Policy 2-1.2.1

A "Rural Residential Overlay" shall be identified on the Land Use Policy Diagram in the area generally bounded by the Coachella Canal, Jefferson Street, Monroe Street, Avenue 54 and Avenue 55.

Policy 2-1.2.2

The allowable density of areas subject to the Rural Residential Overlay shall be adjusted as follows:

- The density range of LDR areas shall be 0-3 DU/AC.
- The density range of VLDR areas shall be 0-1 DU/AC.

Policy 2-1.2.3

Development in areas subject to the Rural Residential Overlay shall conform to the following design guidelines which evoke a rural character:

- All development in areas subject to the Rural Residential Overlay shall utilize rural street cross-sections (e.g., no vertical curb and gutter).
- The front yard setbacks of all structures shall be increased an additional 20 feet beyond the minimum specified in the applicable zoning district.
- Architectural styles of buildings shall emphasize a rural theme (e.g., Ranch, Western, Southwest or Mission styles).
- Fencing guidelines representative of a rural, equestrian theme shall be developed for each project. Solid, opaque block walls shall be prohibited.
- Equestrian paths adjacent to specified collector and arterial streets shall be required to link residential areas with trail systems and Lake Cahuilla County Park.

Objective 2-1.3

The General Plan shall utilize alternative means to ensure appropriate diversity of residential uses and development consistent with the General Plan's Housing Element.

Policy 2-1.3.1

Projects which include a mixture of residential housing types shall be encouraged to implement the General Plan's Housing Element.

Policy 2-1.3.2

The City shall encourage, using appropriate incentives, the voluntary merger of existing, smaller residential lots—particularly those typical of the Cove area for utilization in contemporary residential development.

Policy 2-1.3.3

The City should evaluate and establish appropriate standards concerning minimum floor areas for various types of residential uses in order to assure adequate housing, particularly for higher density land use categories.

Policy 2-1.3.4

The development of appropriate incentives to achieve a mix of housing and the development of affordable housing is desirable, especially to assure that not all new projects become gated and walled communities.

Commercial Land Use Development Policies

Background - Seven commercial land use categories and one commercial overlay are included on the Land Use Policy Diagram. The acreages and development magnitude within each category are presented on Table LU-2, City of La Quinta, Policy Diagram Land Use Data. The standards for building intensity and development characteristics are presented on Table LU-4, City of La Quinta, Commercial Land Use Category Standards. This table should be used together with the following development policies.

GOAL 2-2

A balance of regional, community and neighborhood commercial uses located in the City to proportionately serve the needs of local and area-wide residents and seasonal visitors.

Objective 2-2.1

The General Plan shall identify commercial land use categories on the Land Use Policy Diagram which specify the desired tenant mix, appropriate development standards and location of the various commercial land uses in La Quinta.

Policy 2-2.1.1

The General Plan shall utilize the building floor area to site area ratio (F.A.R) as the appropriate standard for commercial land use intensity. F.A.R. shall be defined as the gross floor area of a building divided by the net area of the commercial parcel of land. Net area is the total area of a site minus the area dedicated as public street right-of-way.

TABLE LU-4

City of La Quinta, Commercial Land Use Category Standards

Commercial Category	Development Standards ¹	General Development Characteristics
Mixed/Regional Commercial (M/RC)	Maximum F.A.R. of 0.35 Maximum building height of four stories Located only in the Highway 111 Corridor	Primarily retail businesses serving a regional trade area, such as tenants associated with a regional mall, off-price retail outlet, and/or "power center". Other businesses of a secondary priority include overnight commercial lodging, automobile retail and major office uses, such as corporate headquarters, research and development facilities, medical-related facilities and major community facilities. Higher density residential uses are allowed in designated areas.
Community Commercial (CC)	Maximum F.A.R. of 0.30 Maximum building height of three stories Located on, and with direct access to, and primarily at the intersection of arterial streets	Primarily retail business serving the daily needs of a multiple neighborhood area. Typical tenants may include general merchandise, hardware/building materials, grocery supermarkets, drug stores and larger specialty stores. Other business of a secondary priority may include automobile service stations and professional service and office uses.
Neighborhood Commercial (NC)	Maximum F.A.R. of 0.25 Maximum building height of two stories Located on, and with direct access to, arterial streets Maximum of 20 acres/site	Primarily retail businesses serving the needs of an immediate neighborhood trade area. Typical tenants include grocery supermarkets, drug stores, eating and drinking establishments, automobile service stations and personal services, such as laundry and barber salons. Other business of a secondary priority include small scale administrative/professional offices, such as medical services, finance, insurance and real estate offices.
Commercial Park (CP)	Maximum F.A.R. of 0.25 Maximum building height of two stories Direct access to arterial or non-residential collector streets Developed in "campus-like" settings	Primarily businesses offering heavy commercial and light industrial uses serving the needs of a local and regional trade area. Typical businesses include office/showroom, office/warehouse, high-tech light manufacturing, automobile repair and body work, warehousing and storage and other similar uses.



TABLE LU-4 (continued)

City of La Quinta, **Commercial Land Use Category Standards**

Commercial Category	Development Standards ¹	General Development Characteristics
Office (O)	Maximum F.A.R. of 0.30 Maximum building height of three stories Located on, and with direct access to, arterial streets	Primarily businesses which are office in nature and serve the needs of the local and regional trade area. Typical tenants include financial, legal, medical and other professional services. Other businesses of a secondary priority include retail and personal services as well as eating and drinking establishments needed only to support the on-site office users. These secondary uses typically comprise no more than 20% of the gross floor area of the site and are limited in the amount of signage to attract off-site patrons.
Tourist Commercial (TC)	Maximum building height of three stories Other standards to be established	Primarily businesses specifically oriented to the tourist and resort industry. Destination resort hotels, convention-oriented hotels/motels, eating and drinking establishments, accessory retail and personal service businesses, and recreational uses such as golf, tennis and equestrian facilities.
Village Commercial (VC)	Established by the Village at La Quinta Specific Plan	Uses which create a unique, dynamic pedestrian-oriented center in the Village area, including specialty commercial, eating and drinking establishments, galleries, professional offices and neighborhood commercial uses.
Urban Mix (UM)	Established by the Village at La Quinta Specific Plan	Village commercial integrated with high density residential uses in a distinctly urban environment which complements the other Village uses.

Notes to Table LU-4:

- Development standard defined pursuant to Policy 2-2.1.1. F.A.R. Building Floor Area to Project Site Area Ratio.

Source: BRW, Inc.; March 1992.

Policy 2-2.1.2

Adult entertainment businesses shall be located in the City pursuant to the locational and conditional use requirements as specified by the City.

GOAL 2-3

A City with regional commercial and employment uses located along the Highway 111 Corridor.

Objective 2-3.1

The General Plan shall include a Mixed/Regional Commercial (M/RC) category on the Land Use Policy Diagram. M/RC uses shall be designated along the Highway 111 Corridor.

Policy 2-3.1.1

The M/RC category shall provide areas for businesses serving the entire region with a trade area typically exceeding 100,000 people. Businesses allowed to locate in M/RC areas shall include major retail commercial tenants associated with a regional mall, off-price retail outlet and/or "power center". Other businesses permitted in the M/RC category include major office uses, such as a corporate headquarters or regional service centers, research and development facilities, major community facilities and/or major medical-related facilities. Overnight commercial lodging uses, entertainment uses, as well as automobile uses of a regional nature, may also be included.

Policy 2-3.1.2

The maximum F.A.R. of a project in an M/RC category shall be 0.35. The maximum building height shall not exceed four stories.

Policy 2-3.1.3

A Non-Residential Overlay shall be established and designated on the Land Use Policy Diagram to restrict residential uses from locating within areas with excessive traffic, noise and other unsuitable environment conditions along Highway 111. The Non-Residential Overlay within the M/RC category shall be designated along Highway 111 from the south side of the Coachella Valley Stormwater Channel (Whitewater Wash) to 660 feet south of Highway 111

(plus down to within 330 feet of Avenue 47 in Section 30) excluding the area west of Washington Street on the south side of Highway 111 behind the existing commercial development (Plaza La Quinta).

Policy 2-3.1.4

Any incidental residential uses proposed in the Non-Residential Overlay area must:

- Be a part of a larger mixed-use project;
- Be a very small percentage of the total project square footage;
- Be well integrated into the larger development (i.e., not a separate use);
- Serve a legitimate necessary purpose for the development, such as employee housing;
- Have a high ratio of affordability; and
- · Be subject to explicit approval by the City.

Policy 2-3.1.5

Within the Highway 111 Corridor, the guiding principal shall be that commercial uses may displace residential uses within the Highway 111 Corridor, but residential uses shall not displace commercial uses within the Non-Residential Overlay area.

Policy 2-3.1.6

Except as specified in Policy 2–3.1.4, mixed-use commercial projects within the non-residential area shall be essentially all commercial. Outside of the non-residential area, mixed-use commercial projects may have any proportion of residential and commercial components, up to 100% of the project as residential.

Policy 2-3.1.7

HDR and MHDR uses shall be allowed to be located in M/RC areas, subject to strict design and development standards and a high ratio of affordability.

Policy 2-3.1.8

The M/RC category shall be applied to land holdings which are generally larger than 20 acres in size. Properties smaller than 20 acres within the Non-Residential Overlay area shall be limited to commercial uses. Properties smaller than 20 acres outside of the Non-Residential Overlay shall be single-use, either commercial or residential.

Policy 2-3.1.9

A specific plan must be approved prior to any land division or other development approval action of projects in M/RC areas.

Policy 2-3.1.10

Project approvals and redevelopment agreements for projects in M/RC areas shall stipulate phasing of construction and responsibility for public facility improvements.

Policy 2-3.1.11

Design of projects in M/RC areas shall include appropriate standards to establish adequate buffers and land use compatibility between commercial and residential uses both within the mixed-use project and with surrounding property.

Policy 2-3.1.12

The City shall require the development and integration of "Employment Support Services" in the M/RC Category including such uses as childcare, occupational health, fitness facilities, etc.

Objective 2-3.2

The General Plan shall include a Commercial Park (CP) category on the Land Use Policy Diagram.

Policy 2-3.2.1

The CP category shall provide areas for businesses offering heavy commercial uses, such as automobile repair and body work and warehousing and storage, and light industrial uses, such as office/showroom, office/warehouse, high-tech light manufacturing, and other similar uses which serve the needs of a regional and local trade area. Typical trade area populations range from 15,000 to 50,000 people, but may be larger based on the specific nature of the business.

Policy 2-3.2.2

The maximum F.A.R. of a project in a CP category shall be 0.25. The maximum building height shall be two stories. Projects in CP areas shall be located with direct access to arterial or non-residential collector streets. Projects in CP areas shall be developed in a "campus-like" setting.

Policy 2-3.2.3

CP areas shall be located within the Highway 111 Corridor and not contiguous to any residential uses nor Highway 111 frontage.

Policy 2-3.2.4

Allowable uses within the CP category shall not include uses which negatively affect surrounding commercial or residential uses, or contribute to the deterioration of existing environmental conditions in the area.

Policy 2-3.2.5

The City shall establish strict urban design development standards (e.g. access, signage, landscaping, setbacks, building facade treatments, pedestrian/employee amenities, etc.) and review procedures for development projects allowed in the CP category.

Policy 2-3.2.6

The City shall require the development and integration of "employment support services" in the CP category, including such uses as child care, occupational health care, fitness facilities, etc.).

Policy 2-3.2.7

All industrial development shall be located within the CP category and shall be subject to the development standards established for the category.

GOAL 2-4

Community and neighborhood commercial and employment uses which are clustered in nodes at the intersections of major arterial streets.

Objective 2-4.1

The General Plan shall include a Community Commercial (CC) category on the Land Use Policy Diagram.

Policy 2-4.1.1

The CC category shall provide areas for businesses offering the provision and sale of general merchandise, hardware/building materials, food, drugs, sundries and personal services which meet the daily needs of a multi-neighborhood area. Typical trade area population sizes range from 15,000 to 20,000 people. Typical businesses allowed in the CC category include general merchandise and/or larger specialty stores such as hardware/appliance outlets, building material/home improvement stores, automobile service stations, and service and office uses of a community scale.

Policy 2-4.1.2

The maximum F.A.R. of a project in a CC category shall be 0.30. The maximum building height shall not exceed three stories. Projects in CC areas shall be located on sites ranging from 10 to 50 acres and shall be located on, and with direct access to, and primarily at the intersections of arterial streets.

Policy 2-4.1.3

The City shall ensure that all projects developed in the CC category include appropriate site planning and urban design amenities to encourage travel by walking, bicycling and public transit, particularly for residents from adjacent neighborhoods.

Policy 2-4.1.4

Developers of projects in CC areas shall demonstrate through appropriate studies that a market exists within the trade area of the site to ensure the financial viability of the project.

Objective 2-4.2

The General Plan shall include a Neighborhood Commercial (NC) category on the Land Use Policy Diagram.

Policy 2-4.2.1

The NC category shall provide areas for businesses offering the provision and sale of food, drugs, sundries and personal services which meet the daily needs of an immediate neighborhood trade area. Typical neighborhood commercial trade area populations range from 3,000 to 6,000 people. Typical businesses allowed in the NC category include grocery supermarkets, drugstores, eating and drinking establishments, automobile service stations, personal services, such as a laundry and barber salon, and small-scale administrative/ professional offices, such as medical services, finance, insurance and real estate offices.

Policy 2-4.2.2

The maximum F.A.R. of a project in the NC category shall be 0.25. The maximum building height shall be two stories. Projects in NC areas shall be located on sites which are a maximum of 20 acres in size and shall be located on, and shall directly access, arterial streets.

Policy 2-4.2.3

Developers of projects in NC areas shall demonstrate through appropriate studies that a market exists within the trade area of the site to ensure the financial viability of the project.

Policy 2-4.2.4

The City shall ensure that all projects developed in the NC category include appropriate site planning and urban design amenities to encourage travel by walking, bicycling and public transit, particularly for residents from adjacent neighborhoods.

GOAL 2-5

The Village with a mix of commercial uses necessary to serve the residents of the surrounding residential areas, tourists visiting specialty boutiques, artists galleries and restaurants, and professional offices serving residents and the municipal government center.

Objective 2–5.1

The General Plan shall include a Village Commercial (VC) category on the Land Use Policy Diagram.

Policy 2-5.1.1

The VC category shall provide for the development of the Village area as the center of a year-round commercial, residential, recreational and community government center. The VC category shall allow specialty commercial, eating and drinking establishments, professional offices and neighborhood commercial uses, all located in a unique pedestrian-oriented atmosphere.

Policy 2-5.1.2

The City shall utilize the adopted Village Specific Plan as the basis for appropriate development standards and design criteria, including F.A.R.'s, building heights, landscaping, signage, building architecture and street-scape criteria.

Policy 2-5.1.3

The City shall place a priority on facilitating the development of the Village within the context of real estate market opportunities and constraints.

Policy 2-5.1.4

Appropriate design standards shall be developed for residential areas which abut the Village area.

Policy 2-5.1.5

Particular attention shall be given to maintaining compatible land use relationships between commercial and residential uses in the Village. Some areas such as the east side of Desert Club Drive will be more strictly controlled to achieve this purpose.

Policy 2-5.1.6

The City shall ensure that all revitalization, redevelopment and new development projects in the Village include appropriate site planning and urban design amenities to encourage travel by walking, bicycling and the use of public transit, particularly for residents from adjacent neighborhoods.

Policy 2-5.1.7

The Village at La Quinta Specific Plan shall specify appropriate development standards and design criteria, such as F.A.R.'s, building heights, permitted uses, and applicable zoning districts.

Objective 2-5.2

The General Plan shall include an Urban Mix (UM) category on the Land Use Policy Diagram.

Policy 2-5.2.1

The area north of the village park, bordering on Tampico, offers an opportunity to expand the commercial district of the Village across from the future commercial north of Tampico, and at the same time include high density residential opportunities in a distinctly "urban mix" configuration of commercial uses with high density residential uses sited above or adjacent to the commercial uses.

Policy 2-5.2.2

The City shall ensure that all revitalization, redevelopment and new development projects in the Village include appropriate site planning and urban design amenities to encourage travel by walking, bicycling and the use of public transit, particularly for residents from adjacent neighborhoods.

Policy 2-5.2.3

The Village at La Quinta Specific Plan shall specify appropriate development standards and design criteria,

such as F.A.R.'s, building heights, permitted uses, and applicable zoning districts.

GOAL 2-6

A mixture of commercial, residential, resort and community facility uses which complement the unique character of La Quinta and are appropriately located in designated areas of the City.

Objective 2-6.1

The General Plan shall include an Office (O) category on the Land Use Policy Diagram.

Policy 2-6.1.1

The Office category shall provide for businesses which are primarily office in nature which serve the needs of the local and regional trade area. Businesses allowed to locate within office areas include, but are not exclusively limited to, financial, medical, legal and professional services tenants. Retail uses, such as restaurants, personal goods shops and services are typically limited to the extent that they are needed to support the on-site office users (typically not exceeding 20% of gross floor area with limited advertising to attract off-site patrons).

Policy 2-6.1.2

The maximum F.A.R. of a project in an Office category shall be 0.30. The maximum building height shall be three stories. Projects in the Office category shall be located on, and shall directly access, arterial streets.

Policy 2-6.1.3

Office areas shall be located in areas to buffer adjacent less intense residential uses from the effects of excessive noise, traffic and other undesirable environmental conditions.

Policy 2-6.1.4

The City shall establish strict urban design development standards (e.g. access, signage, landscaping, setbacks, building facade treatments, pedestrian/employee amenities, etc.) and review procedures for development projects allowed in the O category.

Policy 2-6.1.5

The City shall require the development and integration of "Employment Support Services" in the "O" category including such uses as childcare, occupational health, fitness facility, etc.

Objective 2-6.2

The General Plan shall include a Tourist Commercial (TC) category on the Land Use Policy Diagram.

Policy 2-6.2.1

The TC category shall provide for a narrow range of specialized uses oriented to tourist and resort activity. The TC category includes destination resort hotels, convention-oriented hotels/motels, eating and drinking establishments, accessory retail and personal service shops, and recreational uses such as golf, tennis, and equestrian facilities. The size of these facilities will vary with many of a region-wide interest.

Policy 2-6.2.2

The maximum building height of projects in TC areas shall be three stories.

Policy 2-6.2.3

The development of hotels and related tourist-oriented uses is highly desirable to provide a future revenue base for the City.

Policy 2-6.2.4

The City should establish standards to guide the development of high quality tourist-oriented facilities/developments.

Objective 2-6.3

The General Plan shall identify a Major Community Facilities (MC) category on the Land Use Policy Diagram.

Policy 2-6.3.1

An MC category shall be established on the Land Use Policy Diagram to identify the location of major community facilities. Included in the definition of Major Community Facilities are the following:

- Multipurpose facilities
- Offices for municipal, county, school system, district, state, or federal functions

- Fire stations
- Police stations
- Post offices
- Public schools
- Libraries
- Centers for community, senior or youth activities
- Corporate yards and work centers
- Other facilities operated by public or not-for-profit community agencies for the public, to which the public might go and/or are occupied by staff of such agencies
- Community centers

Excluded from the definition are the infrastructure-related facilities of utilities such as water tanks, power substations, telephone switching stations, pumping installations, and similar facilities which are permitted uses in any zone as a part of the infrastructure system. These sites include facilities where the public is not expected to visit and/or do not have significant numbers of staff permanently assigned to that location as a work station.

Policy 2-6.3.2

Major community facilities shall be identified on the Land Use Policy Diagram when the location has been determined and/or funding has been committed.

Policy 2-6.3.3

The designation of a major community facility shall be determined by importance to the community, either of the facility separately or as a part of a larger pattern or system of facilities. The size of the facility shall not be the major determinant.

Objective 2-6.4

The General Plan shall identify land use categories on the Land Use Policy Diagram which provide for various types of open space areas in La Quinta.

Policy 2-6.4.1

An Open Space (OS) category shall be established on the Land Use Policy Diagram. The OS category shall provide for the protection and preservation of sensitive environmental areas, such as areas with significant cultural resources, threatened or endangered plant and wildlife species habitat, scenic resources and significant topographical constraints. Development allowed in OS areas shall be permitted pursuant to the Open Space Element.

Policy 2-6.4.2

Hillsides and alluvial fan areas shall be designated OS. Development in OS areas shall occur pursuant to the Open Space Element and the City's Hillside Conservation Zone Ordinance. The Hillside Conservation Zone Ordinance allows development to occur in areas based on the slope of the hillside. Generally, permitted uses on slopes not exceeding 20% include golf course fairways, greens, tees and cart paths; flood control structures; parks, lakes and passive recreation facilities; water wells, pumping stations and water tanks; power, telephone and cable substations and transmission lines; TV, cable and radio antennas; hiking and equestrian trails; single-family residential uses; and accessory uses necessary to accomplish the permitted uses. Generally, uses permitted on slopes above 20% include hiking and equestrian trails and access roads.

Policy 2-6.4.3

In order to preserve the agricultural character and agrarian heritage of La Quinta and to provide open space, maintenance of existing agriculture as long as possible shall be encouraged. Sample methods of preserving agricultural land include increasing densities or clustering residential development to allow a greater portion of proposed development sites to remain in agricultural production; active promotion and strategic use of the Williamson Act; establishing buffers to separate farmland from urban uses; implementing a right-to-farm ordinance; and/or adopting a farmland protection program. Upon the conversion of agricultural uses to residential, commercial and other more "urban" uses, elements of the past agricultural use, such as palm groves, citrus orchards, etc., shall be incorporated into remaining open space areas, streetscapes and landscape designs. For example, remnant parcels may include pocket parks in existing date palm groves and/or citrus orchards. Stormwater retention basins may be incorporated in similar areas.

Policy 2-6.4.4

A Watercourse/Flood Control (W) category shall be established on the Land Use Policy Diagram. The W category shall provide for the preservation and protection of the City's major watercourses and flood control facilities. Development in areas shall be limited to primarily recreational uses such as golf courses, playfields and other similar types of uses which are compatible with periodic inundation by stormwater runoff.

Policy 2-6.4.5

A Golf Course Open Space (G) category shall be established on the Land Use Policy Diagram. The Golf Course category shall provide for the preservation and protection of golf course open space areas in the City. Golf course open space areas not designated on the Land Use Policy Diagram shall be added to the Land Use Policy Diagram subsequent to the approval of a grading plan and/or when development occurs. A General Plan amendment is not necessary to add specific golf course mapping which is part of an approved project area and which meets the other requirements of this policy. However, a General Plan amendment shall be required to change a designated golf course area to a completely different use.

Policy 2-6.4.6

A Park Facilities (P) category shall be established on the Land Use Policy Diagram. The Parks Facilities category shall provide for the designation and preservation of improved public parks and recreation facilities in the City. For the purposes of this General Plan, a park facility is defined as a developed parcel of land which includes a variety of active (i.e., baseball/softball diamonds, football/soccer fields, court sports, etc.) and/or passive (i.e., seating areas, walking paths, viewing/interpretive areas, etc.) recreational facilities.

Policy 2-6.4.7

The designation, location and standards for the development of neighborhood, community and regional park facilities identified in the Land Use Policy Diagram shall be consistent with the Park and Recreation Element of this General Plan.

Policy 2-6.4.8

Neighborhood park facilities shall be located on the perimeter of the Cove to complement the scale, integrity and function of the area.

GOAL 2-7

A growing City with a logically expanding incorporated area.

Objective 2-7.1

The General Plan shall identify guidelines for expansion of the City's incorporated area.

Policy 2-7.1.1

The City shall work with surrounding jurisdictions and LAFCO to establish a comprehensive sphere of influence so that expansion can occur in a logical and planned manner.

Policy 2-7.1.2

The City shall identify areas within its existing and future sphere of influence which shall be a priority for annexation.

Policy 2-7.1.3

Areas targeted for annexation shall be evaluated for the potential to broaden the City's tax base, generate tax revenues and attract desirable development within the City.

Policy 2-7.1.4

Existing agricultural uses in sphere of influence areas should be retained until conversion to urban uses are sound economic decisions.

Policy 2-7.1.5

The City shall coordinate with Riverside County to designate compatible, desirable land uses in areas outside of the City's incorporated area, but within the City's sphere of influence. Upon annexation of such areas, a General plan Amendment may be permitted to adjust land use designations for consistency with the land use and annexation policies of the City.

LAND USE IMPLEMENTATION MEASURES

The various actions, programs and strategies the City should take to implement the goals, objectives and policies of the Land Use Element are presented on Table LU-5, City of La Quinta Land Use Implementation Measures.

- Implementation Measure Includes a description of the action, program and/or strategy which implements the land use development policies.
- Purpose Identifies the intent and purpose of accomplishing the implementation measure.
- Development Policy Reference Identifies the particular development policy the measure is implementing.
- Key Participants Identifies the appropriate public or private body, agency, group, individuals or volunteers responsible to complete the implementation measure.

TABLE LU-5

City of La Quinta, Land Use Implementation Measures

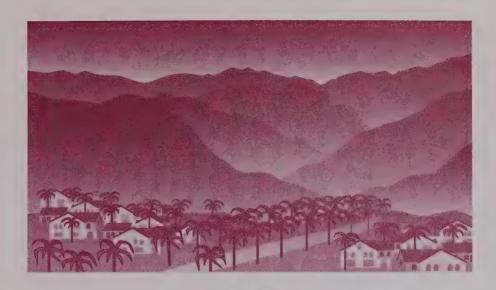
	Implementation Measure	Purpose	Development Policy Reference	Key Participants
1.0	Prepare and adopt detailed residential density bonus guidelines.	To identify specific design criteria which should be required to achieve density bonus provisions.	P 2-1.1.3	City Council; Planning and Development Department
2.0	Prepare and adopt standards, design guidelines, and incentives related to the provision of affordable housing in the Cove and throughout the City.	To encourage the provision of affordable housing in La Quinta consistent with the General Plan Land Use and Housing Elements.	O 2-1.3 P 2-1.3.2 P 2-1.3.3 P 2-1.3.4	City Council; Planning and Development Department
3.0	Prepare and adopt Comprehensive Zoning Ordinance Revisions.	To create a contemporary ordinance which properly responds to current and future development proposals and accurately depicts General Plan land use development policies.	O 2-1.1 O 2-3.1 O 2-3.2 O 2-4.1 O 2-4.2 O 2-5.1 O 2-5.2 O 2-6.1 O 2-6.3 O 2-6.4 P 2-6.4.2	City Council; Planning and Development Department
4.0	Prepare and adopt a specific plan for the Highway 111 Corridor.	To identify specific design guidelines and development strategies for the various uses permitted along the Highway 111 Corridor, including both residential and non-residential uses.	P 2-3.1.4 P 2-3.1.6 P 2-3.1.7 P 2-3.1.9 P 2-3.1.10 P 2-3.1.11	City Council; Planning and Development Department

TABLE LU-5 (continued)

City of La Quinta, Land Use Implementation Measures

Implementation Measure		Purpose	Development Policy Reference	Key Participants	
5.0	Prepare and adopt urban design and development standards for projects in Commercial Park areas.	To establish guidelines relative to the development of heavy commercial and light industrial uses in the City.	P 2-3.2.5	City Council; Planning and Development Department	
6.0	Prepare and adopt site planning and urban design guidelines for provision of non-vehicular access to commercial areas.	To establish guidelines which facilitate the provision of non-vehicular transportation modes consistent with the 1990 United States Clean Air Act Amend-ments.	P 2-3.1.11 P 2-4.1.3 P 2-4.2.4 P 2-5.1.1 P 2-5.2.2	Planning and Development Department; Public Works Department	
7.0	Revise and update the Village at La Quinta Specific Plan.	To prepare a revised plan consistent with the updated General Plan; to establish appropriate design and development standards; and to identify specific strategies to facilitate the development of the area.	P 2-5.1.2 P 2-5.1.3 P 2-5.1.4 P 2-5.2.2	City Council; Planning and Development Department	
8.0	Prepare and adopt Tourist Commercial development standards.	To establish minimum standards guiding the development of various types of Tourist Commercial uses.	P 2-6.2.4	City Council; Planning and Development Department	
9.0	Identify and establish strategic annexation guidelines.	To identify specific criteria of importance relative to achieving City objectives when annexing unincorporated areas into the City.	O 2-7.1 P 2-7.1.2 P 2-7.1.3	City Manager; Planning and Development Department	

Source: BRW, Inc.; April 1992.



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2.0 Land Use Element

3.0 Circulation Element

Open Space Element

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Chapter 3 Circulation Element

INTRODUCTION

The Circulation Element of the La Quinta General Plan identifies and establishes the City's policies governing the system of roadways, intersections, sidewalks, bike paths, and other components of the circulation system which collectively provide for the movement of persons and goods throughout the City. The purpose of the element is to establish official City policy which:

- Identifies the network of facilities required to serve vehicular and non-vehicular travel demand in the City of La Quinta at buildout.
- Identifies the linkage between alternative modes of transportation and the development of the circulation system to establish feasible multi-modal and mass transit strategies.
- Identifies design standards for circulation system facilities based on the magnitude and nature of forecasted travel demand, urban design objectives and the character of the surrounding area.
- Identifies desired courses of action/strategies which provide the means to implement the City's circulation system.

The Circulation Element is organized in the following manner:

- Existing Setting Provides an overview of the existing extent and nature of the circulation system in La Quinta and the travel demand it serves.
- Summary of Key Circulation Issues Includes a description of the key circulation issues which are addressed in the Circulation Element.
- Circulation System Vision Statement –
 Includes a statement describing the future circulation system in La Quinta as desired by the citizens and elected officials of the City. The policies in the Circulation Element are designed to bring this vision to fruition.
- Relationship to Other Elements Includes a statement of the relationship between the Circulation Element and other General Plan elements.
- Overview of Circulation System Policy Diagram - Includes a description of the forecasted travel demand in the City of La Quinta at buildout

- and the circulation system necessary to serve that demand.
- Circulation Element Goals, Objectives and Policies – Includes a description of the City of La Quinta's policies relative to the placement, sizing and design of roadways, intersections, sidewalks and other components of the circulation system.
- Circulation Element Implementation
 Measures Includes a summary of the various
 actions, programs and strategies the City of La
 Quinta should take to implement the Circulation
 Element goals, objectives and policies.

EXISTING SETTING

La Quinta is a desert community of 11,215 permanent residents. The community is approximately 28.6 square miles in size and approximately 75% undeveloped. The existing circulation system serves development in four general areas, primarily single-family detached residential uses north of the Coachella Valley Stormwater Channel; golf course and gated single-family residential communities in the vicinity of the La Quinta Hotel; a mix of medium density single-family detached uses and office and retail uses in the Cove and Village areas; and a mix of attached and detached single-family and golf course uses in PGA West, which is located south of Avenue 54.

The existing circulation system is in the early stages of development and consists of a modified grid system of two and four lane roadways with primarily a north-south orientation. Roadways in the eastern, less developed portion of the community generally follow section lines. The topographic constraints imposed by the Santa Rosa and Coral Reef Mountains to the south and west of La Quinta have resulted in a modified grid system of curvilinear roadways in the Cove and Village areas. Most roadways are two-lanes, many without curbs and gutters. Four lane roadway sections and accompanying improvements are found on major arterials, primarily where development has occurred.

The La Quinta roadway network consists of State Route 111, which runs east-west and divides the community north-south, major, primary and secondary arterial streets as well as a system of local and collector streets. The existing La Quinta roadway network is illustrated on Figure CIR-1, Existing Road-

way Conditions. Key roadways in the City of La Quinta include the following:

- State Route (Highway) 111 This four-lane, east-west state highway provides the primary regional access to La Quinta and is a major intra-regional and inter-regional route for the Coachella Valley. Highway 111 serves mixed-commercial land uses in the rapidly developing corridor between Washington and Jefferson Streets. The highway also carries a high volume of pass-through trips between other Coachella Valley communities to the east and west.
- Washington Street This two- to four-lane, north-south major arterial roadway connects the Cove and Village areas with Highway 111; the residential areas north of the Coachella Valley Stormwater Channel; and Interstate 10 (I-10), a regional roadway facility located approximately two miles north of La Quinta. The signalized intersection of Washington Street and Highway 111 provides the primary regional access to La Quinta and experiences the highest traffic volumes of any location in the City.
- Jefferson Street This north–south major arterial roadway which varies from two to four lanes parallels Washington Street and connects resort residential land uses (principally PGA West) with Highway 111; the commercial and residential areas north of Highway 111; and I–10 north of the City. Together with Washington Street this roadway provides for the majority of the north–south travel through the community.
- Fred Waring Drive This four-lane, east-west roadway serves the residential uses north of the Coachella Valley Stormwater Channel. Many of the trips served by this facility are pass-through trips between communities located to the east and west of La Quinta.
- Eisenhower Drive This two-lane, north-south primary arterial connects the Cove and Village areas to Washington Street. This roadway provides access to the La Quinta Hotel and represents an alternative to Washington Street for movement between the Cove and Village areas and Highway 111.

Nine intersections in La Quinta are controlled by traffic signals, the majority of which are located along Highway 111, Washington Street and Jefferson Street. Most of the remaining intersection locations are controlled by stop or yield signs.

Traffic volumes in La Quinta demonstrate considerable seasonal variation, with the late-winter, early-spring months representing the peak tourist season and highest traffic volume periods. Due to the north-south orientation of the street system, the heaviest traffic flows are found on Washington and Jefferson Streets between Avenue 50 and Highway 111. A high proportion of regional trips contribute to the relatively high traffic volumes along Highway 111.

High traffic volumes and out-dated geometrics contribute to the relatively high incidence of automobile accidents at the intersection of Highway 111 and Washington Street. This location was the site of over 15 accidents over the two-year period 1988–1989. Other locations experiencing over ten accidents in the same two year period include the intersections of Washington Street and Old Avenue 52, and Avenue 50 and Eisenhower Drive.

Existing transit service in La Quinta is limited to three regional fixed-route bus routes operated by Sunline Transit Agency. One route along Washington Street connects the Cove and Village areas with the community of Palm Desert to the west of La Quinta. Two lines operate along Highway 111 serving trips between La Quinta and other communities in the Coachella Valley.

Existing pedestrian, bicycle and equestrian facilities in La Quinta are not extensive and consist of the following:

- shared bicycle/automobile facilities;
- · unpaved bicycle pathways;
- an incomplete system of sidewalks primarily found adjacent to developed areas; and
- equestrian trails in the extreme southeastern portion of the community.

SUMMARY OF KEY CIRCULATION ISSUES

The following key circulation issues are addressed in the policies of the Circulation Element:

The City's resort image and reputation as a desirable vacation destination depend not only upon its environmental setting near the mountains and the quality of its resort facilities, but upon the ability of the circulation system to serve increasing travel demand while maintaining and reinforcing the City's unique character.



- Existing roadway functional classifications and the corresponding design standards do not reflect the most recent land use and traffic projections and could result in the possible over-provision of roadway right-of-way and capacity. Roadway functional classifications and design standards should be based upon current estimates of buildout land use which reflect approved development projects.
- Roadway design standards should be based upon design objectives reflecting the desired character of the surrounding area as well as upon forecasted travel demand. Special design standards, in some cases in conjunction with the development of specific plans, are desirable for the Village, Calle Tampico, the area affected by the Rural Residential Overlay (on the Land Use Policy Diagram) and the Highway 111 Corridor to reflect the desired character of the surrounding areas.
- Highway 111 is continuing to develop as an important commercial corridor. Specific design criteria, most importantly those controlling intersection spacing, turning access and driveway locations should be developed which conform to plans for the facility, provide for needed access to land uses and maintain the through-capacity of the roadway.
- Alternative circulation system improvements need to be developed to relieve traffic congestion along Washington Street.
- Traffic impacts resulting from development should be identified through a mandatory traffic impact analysis process.
- The intersection of Highway 111 and Washington Street experiences high traffic volumes and becomes congested during peak travel times.
- Several river crossings are subject to flooding during heavy rains. Improvements may be required to existing bridges and new crossings may be necessary depending on new development and traffic volumes.
- A traffic monitoring program is necessary to monitor the need for future improvements, including road and bridge widenings.
- The circulation system should be designed and maintained to encourage walking, bicycling and transit utilization as alternatives to automobile travel. Improvements to existing transit service should be considered, including provision of

- additional transit stops on major roadways and covered bus shelters at all existing and future stops.
- Pedestrian and bicycle networks should be developed which link activity centers in order to facilitate recreational walking and biking and to establish non-automotive transportation as a viable alternative to driving.

CIRCULATION SYSTEM VISION STATEMENT

A Circulation System Vision Statement based on the key circulation issues and desires of the citizens and elected officials of the City of La Quinta is presented below. The policies included in this Circulation Element are designed to implement this vision.

"The City of La Quinta's vision of the future for circulation focuses on serving increasing travel demands while maintaining safety and efficiency and preserving and enhancing the City's high quality of life for its residents. Circulation system improvements will be implemented which are appropriate to travel demand and which incorporate design elements which preserve and enhance the City's unique character. The vision focuses on continuing to provide roadway improvements to serve automobile travel while developing transit, pedestrian and bicycle systems which establish these modes as viable alternatives to automobile travel."

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Circulation Element is one of nine elements of the La Quinta General Plan. The goals, policies, standards and proposals within this element shall relate directly to, and shall be consistent with all other The Circulation Element specifies the elements. system of roadways and other transportation infrastructure required to satisfy future travel demand. The Circulation Element is most closely related to the Land Use Element, which defines the buildout land use scenario. The land use scenario, through the specification of the type, density and pattern of development, establishes the magnitude and pattern of future trip The Circulation Element is also closely related to the Air Quality Element because automobiles are a principal source of many airbome pollutants, including carbon monoxide and the pollutants which combine to form smog. The policies of the Circulation Element promote air quality objectives by providing an efficient circulation system, one which accommodates

travel demand while minimizing the number and length of automobile trips.

OVERVIEW OF THE CIRCULATION SYSTEM POLICY DIAGRAM

The existing circulation system and land use pattern in La Quinta are in the early stages of development and will change in years to come. As new and in-fill development continues into the future, trip making will increase and result in travel demands far in excess of those today. Just as the acreage of residential and commercial development will increase several hundred percent by the time community buildout is realized, traffic on La Quinta roadways will increase significantly as well. It is the purpose of the Circulation Element to insure that the City's circulation system is capable of serving increased travel demands while maintaining system efficiency, safety and the unique character of La Quinta.

As La Quinta continues to develop the predominate north-south travel patterns characteristic of the present will continue. The constraints to development imposed by the mountains will mean that the primary travel corridors of Washington and Jefferson Streets will continue to serve some of the heaviest traffic volumes in the City by providing the primary connection between Highway 111 and the Cove, Village and PGA West areas. As the growth of commercial development proceeds along the Highway 111 corridor and as the highway continues to serve regional travel, traffic volumes will also increase dramatically. Figure CIR-2, Buildout Average Daily Traffic, displays the 24-hour two-way traffic volumes forecasted for the City of La Quinta at buildout.

In order to serve the forecasted traffic volumes at buildout, the roadway network will require considerable improvement. Based on the function of each significant roadway in La Quinta and travel demand forecasted for each facility, the roadway circulation system presented on Figure CIR-3, Circulation System Policy Diagram is required.

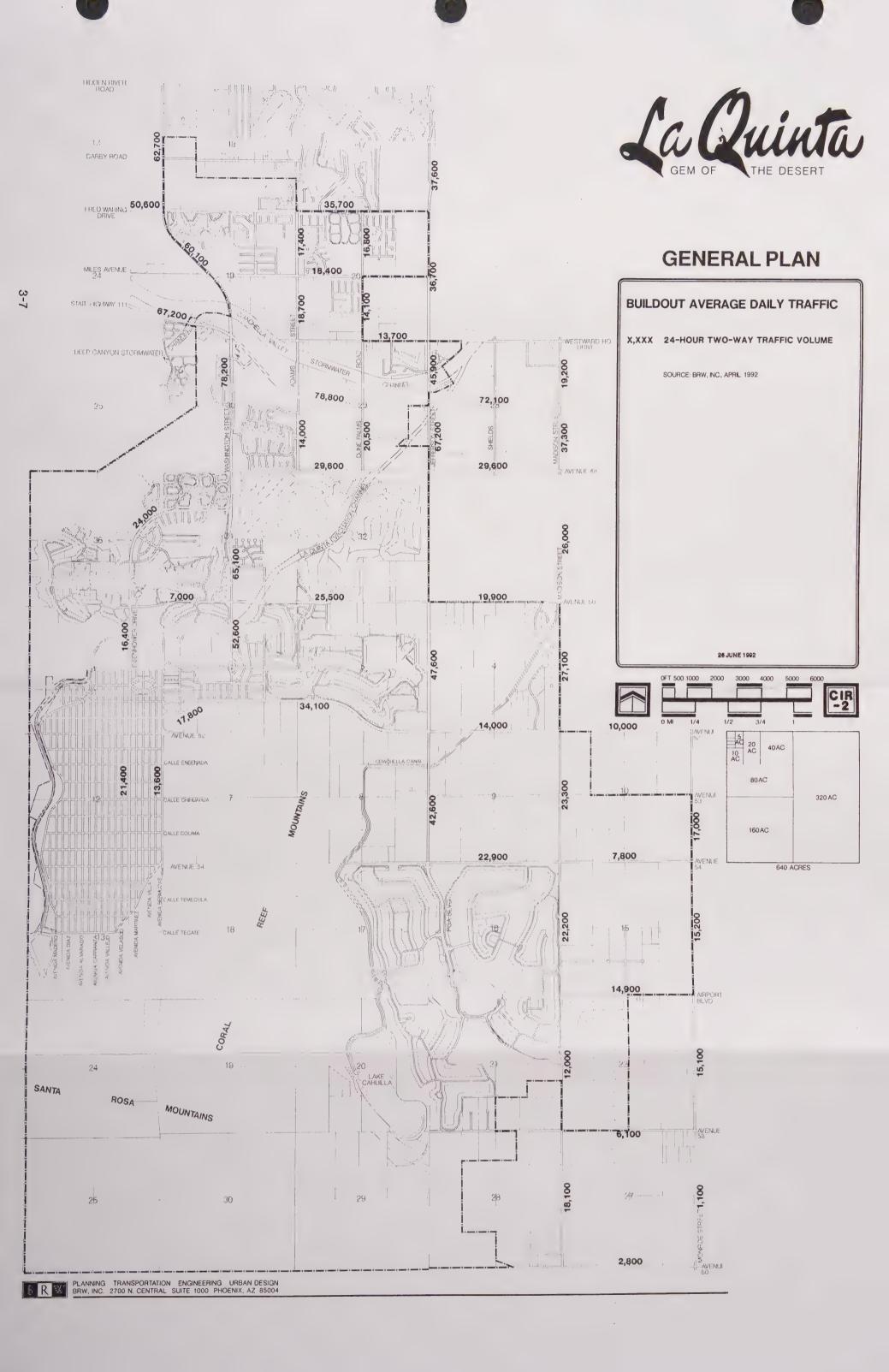
Due to the physical constraints imposed by the mountains and the large resort developments throughout the City, opportunities for construction of new roadways to augment the grid system and relieve existing arterials is limited. For this reason existing roadways will have to be widened to satisfy future travel demands. The design of improvements must

incorporate provisions for needed transportation function, aesthetics and environmental compatibility, including noise mitigation for existing residential land uses. As shown on Figure CIR-3, Highway 111, Washington Street, Jefferson Street and Avenue 52 between Washington and Jefferson will continue to constitute the core of the circulation system. These roadways will provide the essential function of circulating traffic throughout the residential and commercial areas to the north; along Highway 111; and to the Cove, Village and PGA West developments to the south. Based on the forecasted traffic volumes and function, these major arterial roadways will require widening to six lanes with a center median and all major intersections should be signalized with protected left turns.

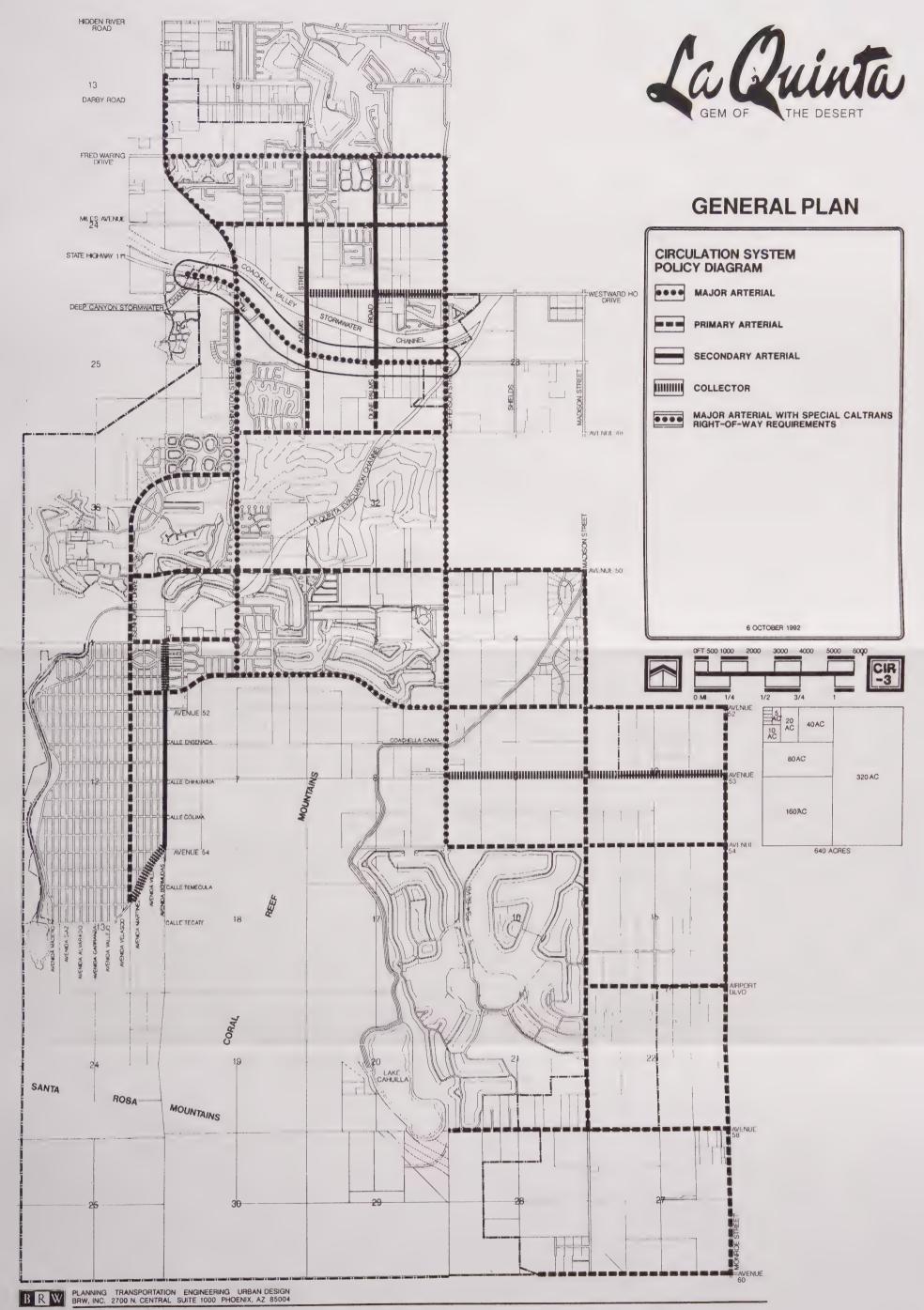
Key primary arterials in the Circulation Plan include Eisenhower Drive, Avenue 48, Avenue 50, Avenue 52, Madison and Monroe Streets. These roadways will provide access from developed areas to the major arterial roadways and will require four traffic lanes with a center median.

Due to the lack of opportunities for new road construction and the high forecasted traffic volumes, travel demand will potentially exceed roadway capacity on several key roadway segments, including Highway 111, Washington Street and portions of Jefferson Street without implementation of additional strategies designed to increase roadway capacity and better manage travel demands. These facilities will likely experience congestion during peak travel periods. In order to minimize congestion and delays at these locations and to maintain air quality standards, it will also be important to increase utilization of alternative modes of transportation.

A balanced circulation system will be important to better respond to the need for a diversity of travel opportunities as the City matures. Transit facilities such as bus shelters and turnouts will be upgraded and expanded. Transit service frequency will be increased commensurate with demand in order to increase the viability of transit and improve traffic and air quality conditions. Bicycle and pedestrian facilities will provide additional transportation opportunities to help relieve traffic congestion by making bicycle and walking trips between major activity centers safer, faster and more convenient.









CIRCULATION ELEMENT DEVELOPMENT POLICIES

The City of La Quinta's official development policies related to the circulation system are presented below. In a manner similar to the other elements of this General Plan, development policies include goals, objectives, policies and standards based on the following definitions:

GOAL:

A concise statement which describes a desired condition to be achieved. A goal is generally not quantifiable, time-dependent or suggestive of specific actions for achievement. Goals are expressed as ends, conditions or states.

Objective:

A specific end, condition or state that is an intermediate step toward attaining a goal. An objective should be achievable and, when possible, measurable and time specific.

Policy

A specific statement which guides decision-making. A policy is clear and unambiguous and is based on the General Plan's goals and objectives, as well as the analysis of data.

Standard

A rule or measure establishing a level of quality or quantity which must be complied with or satisfied. Standards define the abstract terms of goals, objectives and policies with concrete specifications.

These development policies are established to guide the implementation of a circulation system which provides a high level of mobility, efficiency, access and safety for all modes of transportation in La Quinta. Conformance with the development policies will better insure that the improvement of the City's circulation system is coordinated with future population growth; is implemented in a manner which will preserve and enhance the City's unique character; and provides a balanced mix of transportation resources in the community. Development policies for each of the key elements of the circulation system are presented on the following pages.

Land Use and Circulation System Integration Policies

Background - The City's circulation system is an integral part of the overall development pattern of the City. The buildout land use densities and intensities in the General Plan are the basis of the development of appropriate transportation facilities. The design of the circulation system and the level of accessibility which is provided can strongly influence the location and intensities of land uses as well as determine the community's ability to accommodate increased growth. The following policies are intended to direct efforts to promote the integration of the circulation system with land use in the City of La Quinta.

GOAL 3-1

A transportation system of arterial, collector and local streets capable of accommodating the projected demands of the Land Use Element of the La Quinta General Plan.

Objective 3-1.1

The General Plan shall include compatible, consistent and well integrated Land Use and Circulation Elements.

Policy 3-1.1.1

The Circulation Element shall define the facilities necessary to serve the land uses specified in the Land Use Element. A proposed change or modification in either element shall be preceded by an evaluation of the land use and circulation system impacts in order ensure compatibility between the elements.

Policy 3-1.1.2

The Circulation Element shall define improvements which specifically minimize the disruption of established neighborhoods, schools and commercial centers.

Objective 3–1.2

Proposed land uses shall not overburden the City's circulation system.

Policy 3-1.2.1

The City shall monitor the impact of land use on circulation to ensure that the circulation system is not overburdened.

Roadway/Streetscape Policies

Background - The network of roadways is the backbone of the circulation system. The roadways are used not only for automobile travel but also serve bicycle, transit, pedestrian and freight movement throughout the City. It is essential to define this system in a manner that ensures that each roadway functions consistently with its intended use. The policies contained in this section are intended to encourage design standards which promote the efficiency and safety of the circulation system.

GOAL 3-2

Arterial, collector and local roadway design standards designed to accurately reflect projected travel volumes based upon development densities.

Objective 3-2.1

The General Plan shall identify a roadway system that recognizes the importance of the use and function of each roadway classification.

Policy 3-2.1.1

The City shall plan, design and implement a roadway system based upon roadway functional classification. Functional classification is the process by which routes in a roadway network are grouped into classes according to the service they are intended to provide. Roadway classifications for the City of La Quinta include Major Arterial, Primary Arterial, Secondary Arterial, Collector Street and Local Street. The function of each is described below and the general alignment of the Major Arterial, Primary and Secondary Arterials, Collector Streets and certain Local Streets are shown on Figure CIR-3, Circulation System Policy Diagram.

Table CIR-1, Roadway Functional Classification, summarizes the number of lanes and typical mid-block capacities associated with each roadway functional classification type. The Circulation System Policy Diagram is based on Level of Service C.

- a) Major Arterial The main function of this classification is to provide a high level of mobility for through traffic with restricted access to adjacent properties. These roadways generally serve trips of several miles or more; link major activity centers within the community; provide connections to regional roadways; and serve pass-through trips. Features typically include roadways with high design standards, such as six travel lanes, raised landscape medians, controlled access and no parking lanes. Highway 111, Washington Street, Jefferson Street, and Fred Waring Drive are examples of Major Arterial streets within the City of La Quinta.
- b) Primary and Secondary Arterials This level of arterial classification is designed to provide mobility as the primary function, and land access secondarily. These roadways generally serve trips of a mile or more; provide continuity through the community; and generally border neighborhoods. Primary and Secondary Arterials are generally four lane facilities. Primary Arterials are designed to carry higher traffic volumes and typically include center medians to separate through lanes and control access. Avenue 48. Avenue 50. Avenue 52 and Eisenhower Drive are Primary Arterials. Secondary Arterials are designed to carry lower traffic volumes and are typically undivided roadways. Avenida Bermudas south of Avenue 52 is an example of a Secondary Arterial.
- c) Collector Street The collector street system is designed to facilitate both mobility and access, providing connections between local streets and arterial roadways. Collector streets generally serve shorter trips either within neighborhoods or connecting to higher level facilities. Typical design features include provision of two lanes with limited access control. Parking can be restricted in the vicinity of intersections. Westward Ho Drive is an example of a collector street within the City of La Quinta.
- d) Local Streets All remaining roadways which do not fit within the arterial or collector classifications are local streets. The local street system is designed primarily to provide access to abutting properties with the movement of traffic given secondary importance.

TABLE CIR-1 ROADWAY FUNCTIONAL CLASSIFICATION

	Mid Block Capacity (ADT)						
Classification	Typical Lane Configuration	LOS A	LOS B	Los C	LOS D	LOSE	
Major Arterial	6 Lane Divided	30,000	35,000	40,500	45,900	54,000	
Primary Arterial	4 Lane Divided	21,000	24,500	28,500	32,000	38,000	
Secondary Arterial	4 Lane Undivided	16,000	19,000	22,500	25,000	30,000	
Collector	2 Lane Undivided	10,000	12,000	13,500	15,000	18,000	
Local	2 Lane Undivided	5,000	5,900	7,500	7,500	9,000	

Policy 3-2.1.2

The City will utilize Level of Service (LOS) as a measure of acceptable traffic flow and operational conditions at intersections. Level of Service is a qualitative measure of traffic flow and driver satisfaction with values ranging from A (free flow) to F (oversaturation). The traffic flow characteristics corresponding to these values are described as follows:

Level of Service Traffic Flow Characteristics

CIVICE	Trailic Flow Characteristics
Α	Extremely favorable progression with very little delay. Most vehicles do not stop at all.
В	Good progression and stable flow with an occasional approach phase fully utilized.
С	Satisfactory operation with fair progression and longer cycle lengths. Individual cycle failures may begin to appear.
D	Tolerable delay where congestion becomes noticeable and many vehicles stop.
Ε	Unstable flow with poor progression and frequent cycle failures. This is considered the limit of acceptable delay.
F	Oversaturation with arrival flow rates exceeding the capacity of the intersection.

Source: Highway Capacity Manual, Special Report 209, 1985.

Considered unacceptable to most drivers.

Policy 3-2.1.3

The City shall establish intersection Level of Service "D" as the minimum acceptable Level of Service. No development project shall be approved which will increase the traffic on City intersections to a level worse than a Level of Service "D" during the A.M. or P.M. peak hour without adequate mitigation. The City may approve alternatives to this policy based upon detailed review and consideration of other factors including, but not limited to, significant social and economic benefits to the public as a whole, impending street improvements, and locations of street segment. The methodology used to determine the traffic impacts of new development shall be generally consistent with those described in the Model Traffic Impact Analysis Guidelines of the Riverside County Congestion Management Plan (CMP).

Policy 3-2.1.4

Intersection capacity and Level of Service shall be determined using techniques prescribed in the 1985 Highway Capacity Manual (Transportation Research Board). The City Engineer shall have the final determination regarding appropriate utilization of the techniques included within the Highway Capacity Manual.

Policy 3-2.1.5

The City shall adopt design standards for all streets in accordance with their functional classification and recognized design guidelines. All streets within the City of La Quinta shall be designed in accordance with the standards presented in Table CIR-2, City of La Quinta Roadway Design Standards. Typical sections by roadway classification are shown in Figure CIR-4, Roadway Cross Sections.

Policy 3-2.1.6

Due to the significant growth of forecast buildout traffic volumes and possible exceedance of available roadway capacity at specific locations, the City shall monitor traffic conditions, identify and implement Transportation System Management (TSM) strategies as warranted along the following roadway segments:

- a) Washington Street, between Avenue 50 and the northern City limits.
- b) Jefferson Street, between Avenue 50 and Highway 111.

TSM strategies to be considered shall include:

- Intersection geometric and signalization improvements
- Spot roadway widenings
- Directional control
- Access control
- Land use controls and Transportation Demand Management (TDM). Transportation Demand Management refers to programs and facilities that are intended to change demand on the circulation system and to change user behavior in order to reduce traffic congestion. Examples of TDM measures are flexible work hours and switching from single occupancy of an automobile to transit or ridesharing. The City Transportation Demand Management Ordinance shall be utilized as a TSM measure to improve traffic flow on congested roadway segments.

The City shall also closely review the traffic impacts to these roadway segments associated with new developments utilizing methodologies consistent with those of the Model Traffic Impact Analysis Guidelines of the Riverside County Congestion Management Plan to ensure proper mitigation.

TABE CIR-2 LA QUINTA ROADWAY DESIGN STANDARDS

DESCRIPTION OF DESIGN CRITERIA	MAJOR ARTERIAL	PRIMARY ARTERIAL	SECONDARY ARTERIAL	COLLECTOR	LOCAL STREETS	CUL-DE-SAC STREETS
Typical 24-Hour Traffic Volume Range	24,000-40,500	20,000-28,500	12,000-22,500	3,000-13,500	3,000 Maximum	3,000 Maximum
Design Speed ⁽¹⁾	60 MPH	50 MPH	40 MPH	30 MPH	25 MPH	25 MPH
Minimum Intersection Spacing	2,600'	1,200'	600'	300'	250'	
Access to Adjoining Property	Full access by signalized intersection only; avoid right in/right out driveways where possible ⁽²⁾	Full access by signalized inter- section only; right in/right out driveways ⁽²⁾	Avoid full access where possible (2)	Avoid in some cases ⁽²⁾	ОК	ОК
Typical Curb-to-Curb Width Typical Median Width (mid-block only)	96' 18' Median	76' - 86' 12' - 18' Median	64' Typically No Median	40' – 50' Typically No Median	36' - 40' Typically No Median	32' single loaded 36' double loaded Radius - 38' public - 45' private
Minimum Horizontal Curve Radius	1,800'	1,200' ⁽³⁾	650' ⁽³⁾	3501(4)	200'(4)	200'(4)

Notes to Table CIR-2:

⁽¹⁾ Speed limits are set by the traveling public using the 85th percentile method. If the roadway is straight and terrain is flat, the speed limit could in certain instances exceed the design speed stated on this chart. Therefore, not all design decisions can be based on this design criteria.

⁽²⁾ Driveway locations must be a minimum of 250' from the nearest intersection.

⁽³⁾ Street must be superelevated if minimum is utilized.

⁽⁴⁾ Unique situations may require exemption, e.g., short streets, limited setbacks and other physical constraints.

Policy 3-2.1.7

Development projects along Highway 111 shall dedicate right-of-way as specified by Caltrans (California Department of Transportation) to provide a maximum right-of-way width of 172 feet, or as needed by Caltrans. The City will coordinate with Caltrans and the Coachella Valley Association of Governments (CVAG) to identify regional options for relieving the growth of future traffic demands in the Highway 111 Corridor.

Policy 3-2.1.8

The City shall ensure that existing bridges are widened to a cross-section commensurate with planned road-way improvements. Low-flow crossing designs shall be developed for local and collector street dry riverbed crossings where traffic volumes do not warrant construction of a bridge.

Policy 3-2.1.9

Installation of all new traffic control devices shall be based upon established warrants and professional analysis in order to assure traffic safety and reduce potential public liability.

GOAL 3-3

Appropriate access control to arterial streets from adjacent properties.

Objective 3-3.1

The General Plan shall specify appropriate guidelines regarding access to arterial roadways to maintain capacity, efficiency and the safety of the traffic flow on the City's streets.

Policy 3-3.1.1

Access to all major and primary arterials shall be restricted to intersection locations and other approved points of ingress and egress.

Policy 3-3.1.2

The City shall require new development to provide local streets which serve the needs of direct access to abutting properties.

Policy 3-3.1.3

The City shall institute street access guidelines consistent with the functional roadway classifications. These shall be applied, where feasible, to all new developments. The following guidelines shall be used to define appropriate access:

- a) The City shall restrict individual driveway access to Major and Primary Arterials wherever possible.
- b) Access to Major and Primary Arterials shall be limited through the use of medians and access controls to maintain street capacity.
- c) When permitted, access along arterial and collector streets shall be located a minimum of 250 feet from the ends of the curb returns.

Policy 3-3.1.4

In order to enhance and protect the capacity and safety of the circulation system and reduce potential traffic conflicts, the City shall require the consolidation of driveway access points along roadways classified as collector and arterial.

GOAL 3-4

A circulation system which maintains the urban design character and identity desired by the citizens of La Quinta.

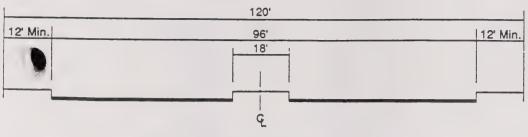
Objective 3-4.1

The General Plan shall ensure the creation of an attractive streetscape that will further enhance the identity and character of La Quinta.

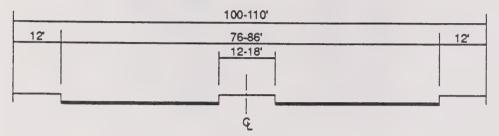
Policy 3-4.1.1

Special roadway image corridors and City gateways which evoke a unique identity and character throughout the City shall be designated on Figure CIR-5, Streetscape Image Policy Diagram.

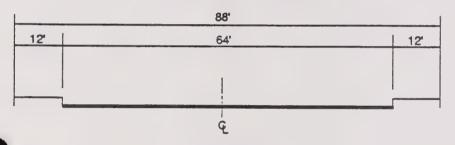
Major Arterial*



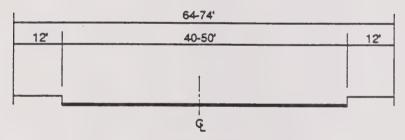
Primary Arterial



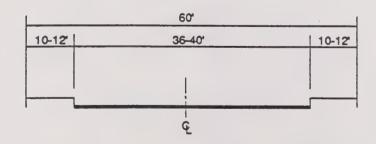
Secondary Arterial



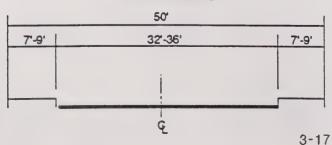
Collector



Local Street



Cul-De-Sac



La Quinta

GENERAL PLAN

TYPICAL
MIDBLOCK
ROADWAY
CROSS-SECTIONS

Selfice: City of La Culria Circulation Plan.
November 1965, Revised September 1967

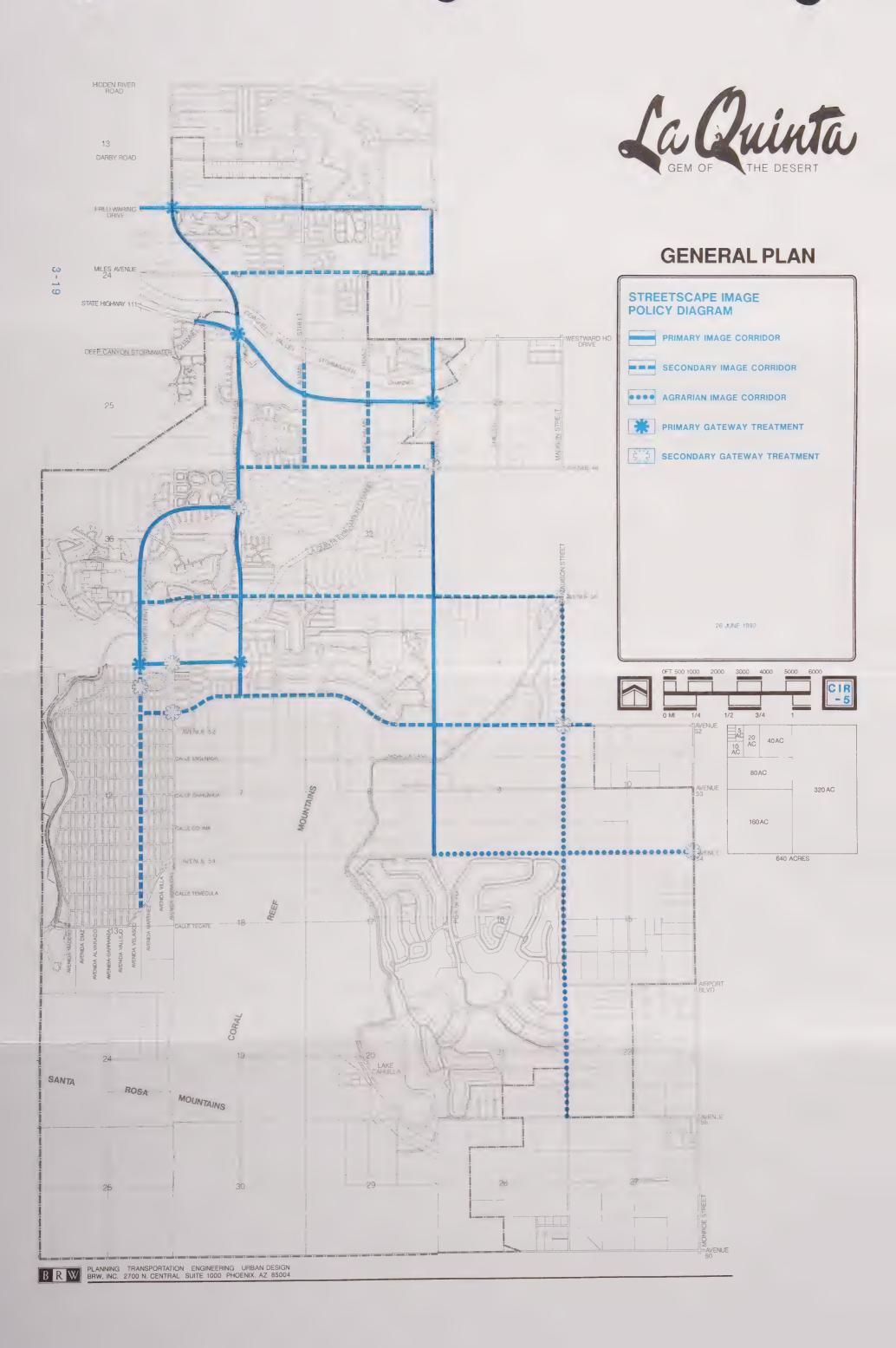


(4)

* State Highway 111 constitutes a special class of Major Arterial with a right-of-way requirements of 172 feet established by Caltrans.

/W

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Policy 3-4.1.2

Primary image corridors shall be defined as streets in the roadway network which are the major urban design statements of the City. Primary image corridors shall consist of boulevard streets with raised. landscaped medians and heavily landscaped areas within and contiguous to the street rights-of-way. Primary image corridors shall include landscape themes which are reminiscent of La Quinta's agricultural past and desert environment. Primary image corridors may include vertical landscape elements such as palm trees complemented with a shade-producing understory of canopy trees, such as indigenous, drought tolerant desert species. More water intensive understory canopy trees, such as various citrus species, should be used sparingly in nodes at key locations as highlights and reminders of past agricultural activities. Ground plane landscape materials should evoke a lush image through the use of drought tolerant, low maintenance plant species. Turf should be used in a manner consistent with citrus trees-sparingly and in high visibility locations. Primary image corridors shall include street traffic signals, street lighting systems, street furniture, bus shelters, street name signs, and noise berms/barriers which are designed in a coordinated and consistent theme unique to La Quinta. At key intersections, primary image corridors shall include treatments which may include special roadway paving. hardscape/screen wall arrangements and displays of public art.

Policy 3-4.1.3

Primary image corridors shall include the following roadways:

- Washington Street
- Jefferson Street
- Highway 111
- Fred Waring Drive
- Calle Tampico
- Eisenhower Drive (from Calle Tampico to Washington Street)

Policy 3-4.1.4

Secondary image corridors shall be defined as streets in the roadway network which are the secondary urban design statements of the City. Secondary image corridors shall consist of streets with raised, landscaped medians and landscaped areas within and contiguous to the street right-of-way. Secondary image corridors shall be consistent with primary image corridors relative to similar landscape materials, street traffic signals, street lighting systems, street furniture, bus shelters and street name signs. However, secondary

street image corridors shall emphasize the use of lower profile indigenous canopy trees, accentuated with the use of citrus trees in various nodes. The use of taller, vertical landscape elements shall be de-emphasized and shall occur in nodes, primarily at street intersections.

Policy 3-4.1.5

Secondary image corridors shall include the following roadways:

- Miles Avenue
- Dune Palms Road (south of the Coachella Valley Stormwater Channel)
- Adams Street (south of the Coachella Valley Stormwater Channel)
- Avenue 48
- Avenue 50
- Avenue 52
- Eisenhower Drive (south of Calle Tampico to Avenida Bermudas)

Policy 3-4.1.6

Agrarian image corridors shall be defined as streets in the roadway network which are designed to evoke a rural ambiance and to provide a strong linkage to the City's agricultural past. These corridors are to be located in close proximity to areas designated "Rural Residential" on the Land Use Policy Diagram in the Land Use Element. Agrarian image corridors shall incorporate equestrian trails and shall include design themes representative of rural areas, such as shaded country lanes which utilize lower profile indigenous canopy trees accentuated with various citrus species. The use of taller, vertical landscape elements, such as palm trees, shall be de-emphasized. Where possible, the use of vertical curbs on the outside lane of the roadway shall be minimized. Street traffic signals, street lighting systems, street furniture, bus shelters and street name signs shall be similar to primary and secondary image corridors, but if possible, shall incorporate more of a rural character.

Policy 3-4.1.7

Agrarian image corridors shall include the following roadways:

- Madison Street
- Avenue 54 (from Jefferson Street to Monroe Street)

Policy 3-4.1.8

Primary gateway treatments shall be defined as streetscape treatments at key intersections leading into the City and into the Village area. Primary gateway treatments may include special paving, street furniture, hardscape/screen wall arrangements, displays of public art, monument signage, landscaping and street lighting. Primary gateways are intended as dramatic design statements indicating the entrance to the City and the Village area.

Primary gateway treatments shall occur at the following street intersections:

- Fred Waring Drive and Washington Street
- Washington Street and Highway 111
- Jefferson Street and Highway 111
- Calle Tampico and Washington Street
- Eisenhower Drive and Calle Tampico

Policy 3-4.1.9

Secondary gateway treatments shall be defined as streetscape treatments which are similar to primary gateway treatments except that an emphasis is placed on a less dramatic entry statement. For example, secondary gateway treatments may not include special paving, street furniture or hardscape/screen wall arrangements. The secondary gateway treatment may rely more on the use of landscaping, street lighting and monument signage as the major elements of design.

3-4.1.10

Along primary, secondary and agrarian image corridors the City shall establish appropriate building height limits to ensure a low density character and appearance.

Policy 3-4.1.11

Landscaped setbacks are necessary to ensure a high quality and attractive appearance on major streets. Setbacks for walls, buildings and parking areas may vary, if properly designed, but shall generally be as follows:

- Highway 111 50 feet
- Other Major Arterials 20 feet
- Primary Arterials 20 feet
- Secondary Arterials 10 feet
- Collector Streets 10 feet

Landscaping within these setback areas shall be consistent with the appropriate image corridor designation, if applicable.

Policy 3-4.1.12

Special right-of-way width and design treatments will be identified for streets within the Village Area, recognizing established set-backs of adjacent developments and the maturity of existing landscaping materials. The following streets will be permitted to remain at a maximum fifty (50) foot right-of-way width:

- a) Cadiz
- b) Barcelona
- c) Amigo

Policy 3-4.1.13

Wall openings to allow views into projects from image corridors are desirable and should be required where appropriate as one means of minimizing negative visual impacts of continuous walls. This can also be accomplished by varying setbacks.

Policy 3-4.1.14

The City may require adequate parkways, vistas into walled communities, and other features as appropriate.

Policy 3-4.1.15

Where desirable, the use of existing natural vegetation including citrus trees, date palm groves, eucalyptus windrows, and oleander hedges should be considered for retention in image corridor landscape designs.

Policy 3-4.1.16

Special design treatments for major elements of the City's street system shall be considered in all approvals for related development.

Policy 3-4.1.17

The City's streetscape quality shall be improved by undergrounding of utilities wherever possible.

Policy 3-4.1.18

Prevention of visual blight shall be enhanced by the administration of a comprehensive sign ordinance.

Public Transit Policies

Background – The provision of public transit is an integral part of La Quinta's multi-modal circulation system. Increased use of public transit in the future will provide benefits such as reduced congestion and improved air quality. For transit to be successful, it should be properly planned so that it is convenient and accessible to users and operates in a timely fashion. The following policies are intended to provide guidance in establishing an expanded transit system to serve the needs of the City and region.

GOAL 3-5

Public transit in areas of demonstrated demand.

Objective 3-5.1

The General Plan should promote convenient and efficient public transit as an alternative to the automobile.

Policy 3-5.1.1

The City shall coordinate with Sunline Transit to attain a balance of transportation opportunities, including development of short/long range service plans and implementation of transit improvements.

Policy 3-5.1.2

The City shall coordinate with Sunline Transit and the Coachella Valley Association of Governments to identify potential park—and—ride facility locations as a means of encouraging increased transit and ridesharing.

Policy 3-5.1.3

Covered bus shelters shall be provided at every bus stop in the City.

Policy 3-5.1.4

Where appropriate, the City shall require developers to construct transit facilities such as bus pullouts, covered bus shelters and benches on arterial and collector streets. Pedestrian access shall also be planned to provide breaks in noise barriers or other community wall enclosures.

Policy 3-5.1.5

The City shall coordinate with Sunline Transit to establish transit stops adjacent to medical facilities, senior citizen facilities, major areas of employment, shopping centers, and parks.

Non-Motorized Transportation Policies

Background - Non-motorized transportation, including bicycling, walking and equestrian modes, can provide efficient and enjoyable means of transportation and recreation for people of all ages. The City of La Quinta has numerous opportunities to establish bikeways, pedestrian and equestrian facilities along City streets and in scenic off-road areas. The

following policies encourage the development of a functional bicycle, pedestrian and equestrian system that addresses transportation needs and provides linkages throughout the community.

GOAL 3-6

Non-motorized modes of transportation through the promotion of bicycle and pedestrian pathways, as well as equestrian trails.

Objective 3-6.1

The City shall facilitate the use of alternative, non-vehicular modes of transportation through the identification of conceptual bicycle corridors throughout the City.

Policy 3-6.1.1

The Bikeways Policy Diagram, Figure CIR-6, shall serve as a general guide for the locations of bikeways until a Comprehensive Trails System Master Plan can be prepared. This diagram shall be coordinated with the Open Space Policy Diagram in the Open Space Element of the La Quinta General Plan. The Comprehensive Trails System Master Plan shall address the appropriateness and feasibility of alternative trail routes for bicyclists, pedestrians and equestrians, as well as alternative feasible means to secure trail easements, including private and public funding sources. The City shall maintain and periodically update the Comprehensive Trails System Master Plan to reflect new developments and/or modifications to the General Plan.

Objective 3-6.2

The General Plan shall promote the use of the bicycle as a safe and convenient mode of transportation and recreation.

Policy 3-6.2.1

Bicycling as an alternative form of transportation shall be encouraged to reduce fuel consumption, traffic congestion and air pollution.

Policy 3-6.2.2

The City shall address in the Comprehensive Trails System Master Plan the feasibility of including the following three bikeway facility types in La Quinta:

a) Bike Path

A bike path is a special pathway designated for the exclusive use of bicycles where crossflows by pedestrians and motorists are minimized. It is usually buffered from vehicular roadways through the use of a landscape strip or physical buffer. It is also usually grade separated, but it may have street crossings. Bike paths are typically identified with signage and also may have pavement markings.

b) Bike Lane

A bike lane is a path located on the paved area of a roadway shoulder for preferential use by bicyclists. It is usually located along the edge of the paved area outside the travel lanes or between the parking lane and the first motor vehicle lane. Bike lanes are typically identified by "Bike Lane" or "Bike Only" stencils on the pavement and other pavement markings or signs deemed appropriate to give adequate instructions to the users of the facility. Bicyclists usually have exclusive use of a bike lane, but must accommodate crossflows by motorists at driveways and intersections.

c) Bike Route

A bike route is a roadway identified as a bicycle facility by guide signage only. There are typically no special lane markings and bicycle traffic shares the roadway with motor vehicles.

Policy 3-6.2.3

The Comprehensive Trails System Master Plan shall identify bikeways which link residential areas with as many primary destination points as possible, including schools, parks, open space areas and commercial facilities. The following linkages should receive priority:

- Connections to regional bikeway facilities, including paths along the Whitewater Wash and connections to Highway 111 and Lake Cahuilla County Park.
- Safe connections to schools, including the Avenue 50 school complex; the proposed school along Avenida Bermudas and Calle Tampico; the high school site north of the Whitewater Wash at Dune Palms Road

and Westward Ho Drive; and the school along Washington Street, near Avenue 50.

- Connections to parks and playgrounds identified on the Park and Recreation Policy Diagram in the Park and Recreation Element.
- Alongside Bear Creek Channel on the west side of the Cove.

Policy 3-6.2.4

The Comprehensive Trails System Master Plan shall designate the specific location of bike paths, lanes, and routes on selected City streets and off-road areas. The following factors shall be considered in the determination of the most appropriate location for bikeways:

- street classification
- pavement width
- number of traffic lanes
- average daily traffic volumes
- posted speed limits
- on-street parking

Policy 3-6.2.5

Bikeways shall be designed and constructed in conformance with requirements highlighted in the Caltrans Manual, "Planning and Design Criteria For Bikeways in California." Adherence to these standards will ensure eligibility for state funding of bikeway projects, as well as the development of a safe and uniform bikeway system that complies with accepted state standards.

Objective 3-6.3

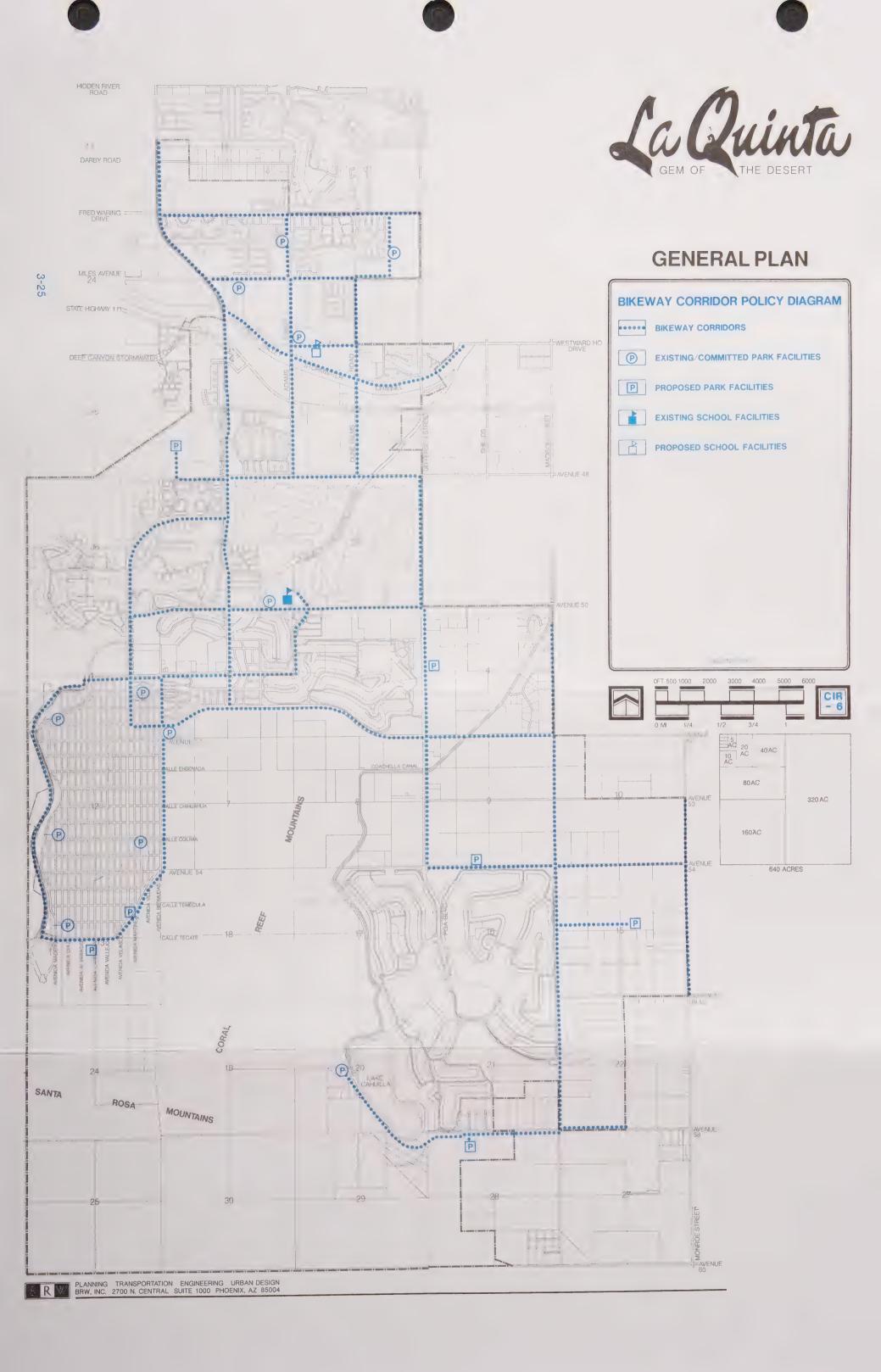
The General Plan shall promote the development of pedestrian facilities throughout the City to encourage walking as a mode of transportation and recreation.

Policy 3-6.3.1

In the pedestrian system, priority shall be given to segments which provide safe school routes and/or enhance the continuity of the system.

Policy 3-6.3.2

All arterial and collector streets shall have improved sidewalks within the public street right-of-way on both sides of the road.





Policy 3-6.3.3

Local streets in residential areas, except the Cove, areas already developed, and areas affected by the Rural Residential Overlay (as identified on the Land Use Policy Diagram in the Land Use Element) where densities exceed three dwelling units per acre, shall have improved sidewalks within the public street right-of-way on both sides of the road.

Policy 3-6.3.4

The location of sidewalks within the public street right-of-way shall consider safety and maintenance factors.

Policy 3-6.3.5

The City shall encourage mixed use developments, where appropriate, as a means of promoting increased opportunities for pedestrian travel.

Objective 3-6.4

The General Plan shall promote the development of equestrian trails as a safe and convenient mode of transportation and recreation.

Policy 3-6.4.1

An equestrian path system for the eastern half of the incorporated area shall be provided to link the Rural Residential Overlay area (as presented on the Land Use Policy Diagram in the Land Use Element) with the surrounding Very Low Density Residential and Low Density Residential areas, existing and planned equestrian facilities, Open Space areas and Lake Cahuilla County Park. The equestrian path system shall link with regional equestrian trails, if feasible.

Regional Transportation Planning Policies

Background – The City's circulation system functions as a link in the Coachella Valley regional transportation system. It is important that the City work with the adjacent communities and regional and state agencies to maximize compatibility with adopted circulation plans and planned regional transportation system improvements.

GOAL 3-7

Appropriate interjurisdictional planning between Caltrans, the Coachella Valley Association of Governments, and other local communities and jurisdictions which share streets as common boundaries.

Objective 3-7.1

The General Plan shall support regional transportation planning programs and planning coordination with adjacent jurisdictions.

Policy 3-7.1.1

The City shall coordinate efforts with adjacent jurisdictions to ensure adequate and consistent roadway widths, alignments and classifications.

Policy 3-7.1.2

The City shall continue to work jointly with Caltrans and the Coachella Valley Association of Governments to identify and implement improvement plans for the Highway 111 Corridor.

CIRCULATION ELEMENT IMPLEMENTATION MEASURES

The various actions, programs and strategies the City of La Quinta should take to implement the goals, objectives and policies of the Circulation Element are presented on Table CIR-3, City of La Quinta, Circulation System Implementation Measures.

- Implementation Measure Includes a description of the action, program and/or strategy which implements the circulation system development policies.
- Purpose Identifies the intent and purpose of accomplishing the implementation measure.
- Development Policy Reference Identifies the particular development policy the measure is implementing.
- Key Participants Identifies the appropriate public and/or private body, agency, group, individuals or volunteers responsible to complete the implementation measure.

TABLE CIR-3

CITY OF LA QUINTA CIRCULATION SYSTEM IMPLEMENTATION MEASURES

	Implementation Measure	Purpose	Development Policy Reference	Key Participants	
1.0	Prepare and Adopt Access Control Standards by Roadway Functional Classification	To identify specific access control requirements to enhance safety and roadway capacity.	P 3-2.1.1 P 3-2.1.5 P 3-2.1.6	City Council; Planning and Development Department; City Engineering	
2.0	Identify Options for Driveway Consolidation along all Major and Primary Arterials	To provide for elimination of existing driveway conflicts.	P 3-3.1.1 P 3-3.1.2 P 3-3.1.3 P 3-3.1.4	City Council; City Engineering	
3.0	Establish a Traffic Monitoring Program, including a TSM Implementation Plan	To determine the need and timing for circulation system improvements and TSM techniques, particularly as related to the Washington and Jefferson Street corridors and the traffic impacts associated with new developments.	P 3-1.2.1 P 3-2.1.6	City Council; Planning and Development Department; City Engineering	
4.0	Prepare a Critical Intersection Plan	To identify special geometric and right-of-way requirements at key intersections.	P 3-2.1.2 P 3-2.1.3 P 3-2.1.4 P 3-2.1.5 P 3-2.1.6 P 3-2.1.9	City Council; Planning and Development Department; City Engineering	



Chapter 3 – Circulation Element 3–28

City of La Quinta General Plan

TABLE Continued)

CITY OF LA QUINTA CIRCULATION SYSTEM IMPLEMENTATION MEASURES

	Implementation Measure	Implementation Measure Purpose Policy Refere			
5.0	Prepare Guidelines for Traffic Impact Reports	To specify analysis techniques and other requirements for the assessment of traffic impacts related to new development, and to implement traffic analysis methods consistent with the Model Traffic Impact Assessment Guidelines of the Riverside County Congestion Management Plan.	P 3-2.1.3 P 3-2.1.4 P 3-2.1.5 P 3-2.1.6	City Council; City Engineering; Planning and Development Department	
6.0	Prepare and Adopt a Specific Plan for the Highway 111 Corridor	To assess roadway capacity and operational requirements associated with intersection locations.	P 3-2.1.7 P 3-7.1.2	City Council; Planning and Development Department; City Engineering	
7.0	Prepare and Implement a Transit Stop Improvement Program	To identify bus stop locations requiring covered shelters, benches, pedestrian access and other improvements; to identify the need and potential location of park-and-ride facilities; and to review the adequacy of transit stops serving activity centers.	P 3-5.1.1 P 3-5.1.2 P 3-5.1.3 P 3-5.1.4 P 3-5.1.5	City Council; Planning and Development Department; Sunline Transit	
8.0	Revise the Infrastructure Fee Program to Reflect Changes in the Circulation Plan	To ensure that the infrastructure fee program reflects existing roadway, transit and non-motorized vehicle facility requirements.	P 3-1.2.1 P 3-3.1.2 P 3-5.1.4	City Council; City Engineering Department; City Planning and Development Department	

TABLE CIR-3 (continued)

CITY OF LA QUINTA CIRCULATION SYSTEM IMPLEMENTATION MEASURES

Implementation Measure	Purpose	Development Policy Reference	Key Participants
9.0 Prepare an Inventory of Existing Pedestrian	To provide basis for the	P 3-6.3.1	City Council; City Engineering
Facilities and an Assessment of Deficiencies	subsequent identification and prioritization of improvements to the pedestrian circulation system; to implement the policies contained in the General Plan.	P 3-6.3.2 P 3-6.3.3	Department; City Planning and Development Department
10.0 Prepare a Comprehensive Trails System Master Plan and Establish a Short Range Program of Bicycle Facility Improvements	To identify and prioritize bicycle facility improvements necessary to implement the Bikeway Corridor Policy Diagram.	P 3-6.1.1 P 3-6.2.1 P 3-6.2.2 P 3-6.2.3 P 3-6.2.4	City Council; City Engineering Department; City Parks and Recreation Department





2.0 Lend Use Element

Gravation Element

4.0
Open Space Element

Facility of Recression Element

Emmonmuniches sorvation En annu

7.0 Intranscion and Public Emogra Eponom

> 8.0 Environmental Highlight External

> > 9.0

Glossarv/Elbiography..........



Chapter 4 Open Space Element

INTRODUCTION

The Open Space Element of the La Quinta General Plan identifies and establishes the City's official policy relative to the identification, establishment, preservation and management of open space areas in the City. The purpose of the element is to establish official City policy which:

- Identifies the City's definition of open space.
- Establishes criteria for designating areas as open space.
- Identifies types of open spaces in the City as related to the development potential, permissible uses and development standards within such areas.
- Identifies desired courses of action/strategies which provide the means to implement the community's open space policies.

The Open Space Element is organized in the following manner:

- Existing Setting Includes a general overview of the existing open space areas and their function in La Quinta.
- Summary of Key Planning Issues Includes a brief discussion of the key planning issues which are addressed in the Open Space Element.
- Open Space Vision Statement Includes a statement describing the future state of open space in La Quinta desired by the citizens and elected officials of the City. The development policies in the Open Space Element are designed to bring this vision to fruition.
- Relationship to Other Elements Includes a statement describing the relationship of the Open Space Element to the other General Plan elements.
- Overview of Open Space Policy Diagram –
 Includes a description of the Open Space Policy
 Diagram and an illustration of the spatial distribution
 of the various open space areas in the City.
- Open Space Development Goals, Objectives and Policies – Includes a description of the City of La Quinta's official development policies relative to the identification, location, management and development of open space areas in the City.

 Open Space Element Implementation Measures – Includes a summary of the various actions, programs and strategies the City of La Quinta should take to implement the Open Space Element goals, objectives and policies.

EXISTING SETTING

Mountain/Alluvial Fan Areas

Approximately 30 percent of the City is comprised of the undeveloped Coral Reef and Santa Rosa Mountains, which are located in the south central region of the City and extend north along the western incorporated area boundary. These mountains contribute significantly to the City's scenic, wildlife and cultural resources. The mountains also provide a dramatic framing element for the City as a result of their close proximity, steep topography and absence of vegetation.

Flood Control/Canal Facilities

Flood control and canal facilities include the Coachella Valley Stormwater Channel, La Quinta Evacuation Channel, Coachella Canal, and the stormwater improvements surrounding the Cove. These facilities comprise approximately 392 acres and are envisioned to remain as permanent open space to effectively convey storm and irrigation water through the City. These facilities may also serve as pedestrian/equestrian trails which link open space and other recreation facilities.

Agricultural Areas

Agricultural land includes those areas of the City that are currently under agricultural production or have historically been utilized for the production of food or fiber. In La Quinta, agricultural land includes mature date palm groves and citrus orchards comprising approximately 1,905 acres. These areas are located primarily in the southern portion of the City, south of Avenue 50 and east of Washington Street.

Park Facilities

Existing park facilities include the Lake Cahuilla County Park, the Fritz Burns Park, the Village Park, the mini-park in the Cove and the Avenue 50 Sports Complex. Aside from the Lake Cahuilla County Park, existing neighborhood and community park facilities comprise approximately 33 acres.

Golf Course Open Space

The City includes approximately 1,582 acres of golf courses which have been developed in conjunction with resort and/or residential projects. A number of the golf courses are located within, or adjacent, to flood control and canal facilities and at the foot of mountain areas which provides erosion control for stormwater and a striking visual setting.

Mineral Deposits

The City includes one site designated as an area with significant mineral deposits. This area is designated pursuant to the California Surface Mining and Reclamation Act. The site is a non-operating sand and gravel mine located southwest of Lake Cahuilla County Park.

Plant/Wildlife Habitat Areas

The City contains eight habitat types which are related to elevation, soils and the presence of water. The most significant type is the Sandy Wash habitat located along Bear Creek (at the western edge of the alluvial plain south of La Quinta), along the east margin and along the bajada south of Lake Cahuilla. The Sandy Wash habitat is particularly valuable to wildlife, in part because of its seasonably abundant water, as well as its distance from human settlement areas.

The various habitat areas in the City support a wide variety of endangered, threatened, rare and special interest species. The endangered/threatened species are listed below:

- California Ditaxis
- Coachella Fringe-Toed Lizard
- Flat-Tailed Horned Lizard
- Peninsular Bighorn Sheep
- Prairie Falcon
- Golden Eagle
- Coachella Giant Sand Treader Cricket
- Vermillion Flycatcher
- Black-Tailed Gnatcatcher
- Crissal Thrasher
- Le Conte's Thrasher

The locations of sightings of these species are illustrated in the La Quinta General Plan Update Master Environmental Assessment.

Cultural (Archaeological) Resources

Along the base of the mountains are the most likely locations of prehistoric cultural resources. The locations of these cultural resources are related to sources of water

or to locations where specific resources were available in quantity on a seasonal basis. The most likely locations of major settlements are in the protected cove areas or alluvial plains near permanent water sources and food resources, and especially at boundaries between environmental zones.

Historic Structures

The existing historic structures in the City include the following structures.

- 1. La Casita 51-733 Avenida Madero (1930)
- Real Estate Office 77–855 Avenida Montezuma (1936)
- 3. John Cody Building 77-895 Avenida Montezuma (1940)
- 4. Marcelene Cames 52-217 Eisenhower Drive (1930)
- 5. Unnamed structure 51–662 Eisenhower Drive (1928)
- 6. Point Happy Ranch 46–135 Washington Street (1930)
- 7. Unnamed structure 46-370 Cameo Palms (1920)
- 8. Burkett Ranch Site 47-250 Washington Street
- 9. Site of Old Bradshaw Road Stage Stop Off Eisenhower and Washington Street
- 10. Unnamed structure 80-041 Avenue 50 (1929)
- 11. Hacienda del Gato (John Marshall Ranch) (1902)
- Previous Site of the Desert Club Avenue 50 and Avenida Bermudas (1937)
- 13. La Quinta Hotel 49-499 Eisenhower Drive (1926)

SUMMARY OF KEY PLANNING ISSUES

The following key planning issues are addressed in the policies of the Open Space Element.

- Development on hillsides and alluvial fan areas should be restricted to protect the scenic, topographical and cultural resources of the City.
- Open space should be defined to include hillside areas, alluvial fans, water courses, golf courses, and natural park areas. Natural, improved and unimproved types of open space should be included within the definition.



- Open space areas should address the preservation of endangered wildlife and plant species habitat areas, historic and prehistoric cultural resource areas and structures, mineral resources and agricultural soils.
- As a link to the City's agricultural past, elements of existing citrus orchards, date palm groves and farming areas should be preserved.
- The area south of the Cove should be utilized, either individually or in combination, as a park, golf course and/or natural open space.
- Permitted land uses and standards for development in open space and watercourse areas should be identified.
- Trails which link recreational uses, such as parks and equestrian facilities should be established.

OPEN SPACE VISION STATEMENT

A Vision Statement based on the key open space issues and desires of the citizens and elected officials of the City of La Quinta is presented below. The development policies included in this Open Space Element are designed to bring this vision to fruition.

"The City of La Quinta's vision of the future for open space focuses on the protection, preservation and enhancement of the different types of natural and manmade open spaces in the City. La Quinta's attractive and unique character stems in part from its dramatic setting at the foot of the Santa Rosa and Coral Reef Mountains, its agrarian character of the numerous citrus orchards and date palm groves, and the sophisticated image of its resort golf courses. These different, but equally important types of open spaces should be preserved and protected to retain the unique character of La Quinta."

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Open Space Element is one of nine elements in the La Quinta General Plan. The development policies within the Open Space Element are closely related to the policies within the Land Use, Park and Recreation, Environmental Conservation and Environmental Hazards Elements. The Open Space Element differs from the Park and Recreation Element in that the Open Space Element focuses on the preservation, management and possible development of hillside areas, water course/flood facility areas, agricultural

areas, areas with cultural resources and endangered/ threatened plant/wildlife species habitat. The Park and Recreation Element primarily addresses improved open space areas which are designated sites for specific park and recreation facilities. The Open Space Element, however, recognizes and is consistent with the Park and Recreation Element, as well as all other elements of the General Plan.

OVERVIEW OF THE OPEN SPACE POLICY DIAGRAM

The graphic depiction of the City of La Quinta's official policy relative to open space is presented on Figure OS-1, Open Space Policy Diagram. This diagram illustrates the general pattern of designated open space areas, trail linkages and historic landmarks/structures in the City at buildout. The time frame for buildout is not definitively known because of the unpredictability of future real estate markets, financial markets, etc.

The development policies and standards described in the Open Space element are the basis for Figure OS-1. The Open Space Policy Diagram should be used as a general guide for the identification and location of open space areas in the City. The diagram should be used in combination with the written development policies, standards and other guidelines in the text of the Open Space Element.

The open space areas, trails and other information on the Open Space Policy Diagram are located based on the criteria and standards presented in the development policies. Where possible, these areas have been located along/around significant natural and manmade features to aid in identification. These features include rivers, canals, mountains, roadways and flood control Furthermore, the areas identified on channels. Figure OS-1 are defined by demarcation lines which are able to be adjusted if consistent with the intent of the Open Space Element. The City of La Quinta Planning Department staff, Planning Commission and City Council will have the final responsibility for the demarcation and identification of these areas when exact locations cannot be determined from the Open Space Policy Diagram.

The boundary lines and future parks and trail corridors presented on the Open Space Policy Diagram are intended to be general in nature. The boundary lines are not intended to indicate existing or future zoning boundaries. California statutes require consistency,

not identical boundary conformity, between the General Plan and the zoning of land within the City.

OPEN SPACE ELEMENT DEVELOPMENT POLICIES

The City of La Quinta's official development policies related to open space are presented below. In the context of this General Plan, development policies include goals, objectives, policies and standards based on the following general definitions:

GOAL

A concise statement which describes a desired condition to be achieved. A goal is generally not quantifiable, time-dependent or suggestive of specific actions for achievement. Goals are expressed as ends, conditions or states.

Objective

A specific end, condition or state that is an intermediate step toward attaining a goal. An objective should be achievable and, when possible, measurable and time-specific.

Policy

A specific statement which guides decision-making. A policy is clear and unambiguous and is based on the General Plan's goals and objectives, as well as the analysis of data.

Standard

A rule or measure establishing a level of quality or quantity which must be complied with or satisfied. Standards define the abstract terms of goals, objectives and policies with concrete specifications.

These development policies are established to guide the designation, identification, preservation and management of open space in the future. Development policies by topical area are presented on the following pages.

GOAL 4-1

A variety of natural and manmade open space areas in the City of La Quinta.

Objective 4-1.1

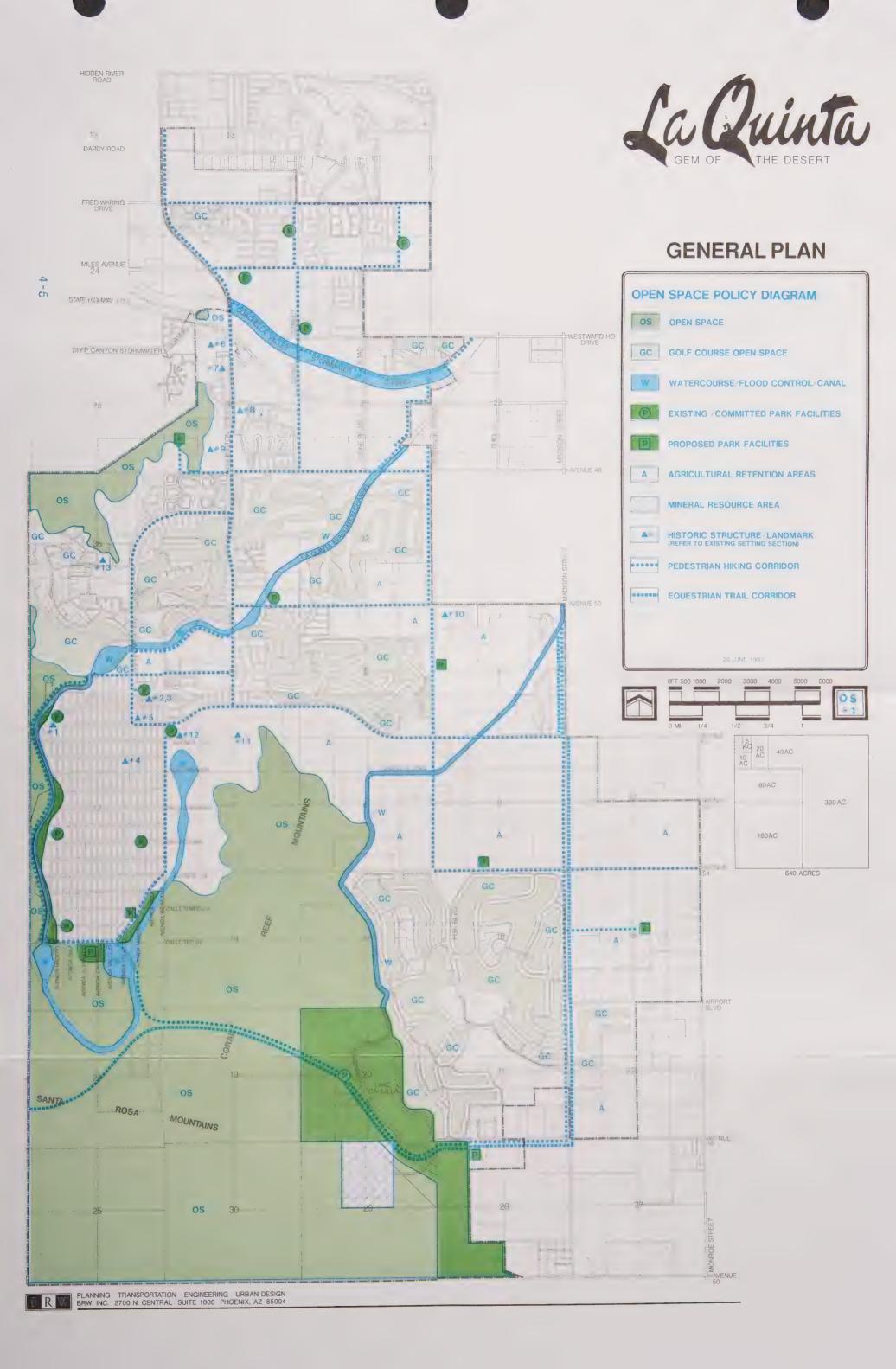
The General Plan shall establish a definition of open space which includes criteria utilized in the identification of open space areas.

Policy 4-1.1.1

Open space shall be defined as areas which include outstanding and significant natural and/or manmade features which contribute to the preservation of natural resources; the managed production of resources; the reservation of areas for outdoor recreation, including the demands for trail-oriented uses; and the protection of the public health and safety.

Policy 4-1.1.2

Criteria which shall be used in the identification of open space areas shall include, but not be limited to, areas with outstanding topographical contrast; areas with significant scenic value; areas with known, or potentially available, significant historic and prehistoric cultural resources, according to practitioners in the field of "Cultural Resource Management"; areas which are recognized by the community to hold "special cultural value"; floodplains and other areas which are subject to severe flooding and/or land subsidence; areas which contribute to the protection and maintenance of water quality; areas which provide a buffer between otherwise incompatible land uses (i.e. noise mitigation); areas which include the habitat of threatened and endangered plant and wildlife species; areas designated as having significant mineral deposits; areas currently under agricultural production or which have historically been utilized for agricultural production; areas with prime agricultural soils; existing golf courses; areas of existing and future park facilities; and existing and future facilities which link open space areas.





Objective 4-1.2

The General Plan shall designate and identify natural and manmade open space areas on the Open Space Policy Diagram.

Policy 4-1.2.1

The Open Space (OS) designation on the Open Space Policy Diagram shall include areas with steep, topographical constraints (including alluvial fans); significant scenic resources; the habitat of threatened and endangered plant and animal species; areas most likely to include significant cultural resources; areas designated as having significant mineral deposits; and areas to remain in agricultural production. The Coral Reef and Santa Rosa Mountains, as well as Point Happy, shall be designated Open Space areas. The areas designated OS on the Open Space Policy Diagram shall be consistent with the Land Use Policy Diagram in the Land Use Element. Development shall be allowed to occur in OS areas but only when in strict compliance with the City's Hillside Conservation Zone Ordinance. The Hillside Conservation Zone Ordinance allows development to occur in areas based on the slope of the hillside. Generally, permitted uses on slopes not exceeding 20% include golf course fairways, greens, tees and cart paths; flood control structures; parks, lakes and passive recreation facilities; water wells, pumping stations and water tanks; power, telephone and cable substations and transmission lines; T.V., cable and radio antennas; hiking and equestrian trails; single family residential uses; and accessory uses necessary to accomplish the permitted uses. Generally, uses permitted on slopes above 20% include hiking and equestrian trails and access roads.

Policy 4-1.2.2

The Watercourse/Flood Control (W) designation on the Open Space Policy Diagram shall include areas which are subject to severe flooding; facilities which control floodwaters; and canals which convey irrigation water. These areas shall include the Coachella Valley Stormwater Channel, the La Quinta Evacuation Channel, the Coachella Canal and the stormwater improvements surrounding the Cove area. Areas designated W on the Open Space Policy Diagram shall be consistent with the Land Use Policy Diagram in the Land Use Element. Only development related to recreational uses, such as golf courses, playfields, parks and trails, which can withstand periodic flooding shall be allowed within areas designated W.

Policy 4-1.2.3

The Golf Course (GC) designation on the Open Space Policy Diagram shall provide for the protection and preservation of golf course open space areas in the City. Golf course open space areas not designated on the Open Space Policy Diagram shall be added to the diagram subsequent to the approval of a grading plan and/or when development occurs. A General Plan amendment is not necessary to add specific golf course mapping which is part of an approved project area and which meets the other requirements of this policy. The areas designated GC on the Open Space Policy Diagram shall be consistent with the Land Use Policy Diagram in the Land Use Element. Only golf courses and related accessory uses shall be allowed within GC areas.

Policy 4-1.2.4:

The Park Facilities (P) designation on the Open Space Policy Diagram shall include areas of existing and future park facilities. In the context of this General Plan, a park facility is defined as a developed parcel of land which includes a variety of active (i.e. baseball/softball diamonds, football/soccer fields, court sports, etc.) and/or passive (i.e. seating areas, walking paths, viewing/interpretive areas, etc.) recreational facilities. The areas designated P on the Open Space Policy Diagram shall be consistent with the Land Use Policy Diagram as well as the Park and Recreation Policy Diagram.

Policy 4-1.2.5

The Agricultural Character Retention Areas (A) designation on the Open Space Policy Diagram shall identify areas currently under agricultural production or which have historically been utilized for agricultural production. These areas shall be encouraged to remain as open space as long as possible.

Policy 4-1.2.6

The Mineral Resource Area designation on the Open Space Policy Diagram shall identify areas with known mineral deposits pursuant to the California Surface Mining and Reclamation Act. Mineral Resource Areas shall be reserved for mineral extraction activities. All mineral extraction activities shall be subject to the use, development and performance standards for such activities included in the City's Zoning Ordinance. Subsequent to mineral extraction, such areas shall be reclaimed to a similar natural condition (i.e. blending topography, propagating native vegetation, etc.) existing prior to the extraction activity.

Policy 4-1.2.7

Trail designations on the Open Space Policy Diagram shall identify general corridors for hiking and equestrian trails which link various open space areas until Comprehensive Trails System Master Plan can be prepared. Provisions shall be made for the accommodation of specific alignments during subsequent, more detailed levels of planning and subdivision design.

GOAL 4-2

Steep-sloped mountain and alluvial fan areas maintained as open space.

Objective 4-2.1

The City shall utilize a variety of alternative means to ensure that alluvial fan and hillside areas are preserved as open space.

Policy 4-2.1.1

The City shall designate alluvial fan and hillside areas as Open Space on the Open Space Policy Diagram. Such a designation shall be subject to all provisions of Policy 4–1.2.1.

Policy 4-2.1.2

The City shall execute intergovernmental agreements with government agencies holding fee simple title to properties in hillside and alluvial fan areas. Such intergovernmental agreements shall indicate that hillside and alluvial fan areas shall remain undeveloped in perpetuity.

Policy 4-2.1.3

The City shall explore and utilize, where appropriate, a variety of means to preserve in a natural state privately owned properties within hillside and alluvial fan areas. Such means may include, but are not limited to density incentives; transfers of development rights and/or densities to non-Open Space designated properties; establishment of an open space land bank; property acquisition; initiating and participating in conservation and preservation districts and organizations; and establishing open space and conservation easements.

Policy 4-2.1.4

Point Happy, a significant topographic feature and major gateway to La Quinta, shall be designated a local historic, topographical and cultural landmark.

GOAL 4-3

Selected citrus orchard and date palm groves preserved as a link to the City's agricultural past.

Objective 4-3.1

The City shall utilize a variety of means to ensure that selected citrus orchards and/or date palm groves are preserved as open space.

Policy 4-3.1.1

The City shall designate existing citrus orchards and date palm groves as Agricultural Character Retention Areas on the Open Space Policy Diagram. Such a designation shall be subject to the provisions of Policy 4–1.2.5.

Policy 4-3.1.2

Areas designated as Agricultural Character Retention Areas shall be considered priority areas for the retention of a link to the City's agricultural past. If these areas are converted to other more "urban" uses, elements of the past agricultural uses, such as date palm groves, citrus orchards, etc. shall be incorporated into remaining open space areas, streetscapes and landscape designs. Furthermore, remnant agricultural parcels may be designed to include pocket parks, stormwater detention/retention areas or other similar uses in existing date palm groves and citrus orchards.

Policy 4-3.1.3

The City should concentrate efforts to preserve the date palm grove in the Village as a link to its agricultural past. The City should evaluate the feasibility of preserving this site, or a portion of the site, as an interpretive center highlighting the City's history.

GOAL 4-4

Habitat areas of threatened and endangered plant and wildlife species and prehistoric and historic cultural resource areas/sites designated as open space areas.

Objective 4-4.1

The City shall utilize a variety of alternative means to ensure that habitat areas of threatened and endangered plant and wildlife species and prehistoric and historic cultural resource areas are preserved as open space.

Policy 4-4.1.1

The City shall establish and maintain contact with the appropriate governmental agencies, historic and archaeological societies and Native American concerns, including the Eastern Information Center at the University of California, Riverside, the California Department of Fish and Game, the Agua Caliente Band of Cahuilla Indians, the Coachella Valley Archaeological Society and/or the Riverside County Parks History Division to confirm the identification of cultural resources and habitat areas of threatened and endangered plant and wildlife species; and to facilitate compliance with CEQA (California Environmental Quality Act), NEPA (National Environmental Policy Act) and NHPA (National Historic Preservation Act).

Policy 4-4.1.2

The City shall require development applications be reviewed by a qualified archaeologist and/or wildlife biologist prior to final approval to identify any project—related impacts to cultural resources and habitat areas of threatened and endangered plant and wildlife species.

Policy 4-4.1.3

The City shall support the maintenance and perpetuation of the Habitat Conservation Preserve for the protection of habitat areas of multiple threatened and endangered wildlife species, including the Coachella Valley Fringe-Toed Lizard.

Policy 4-4.1.4

Appropriate mitigation measures to protect cultural resources and threatened and endangered plant and wildlife species habitat areas shall be required where

necessary to protect such resources and habitat areas. Where appropriate, portions of proposed projects shall be designated as Open Space and delineated as such on the Open Space Policy Diagram to ensure preservation. The City shall utilize density incentives or other alternative means to facilitate the preservation of such areas in privately owned development projects.

Policy 4-4.1.5

The City shall consider creating a "Native American Habitat Preservation Park" as specified in the Park and Recreation Element of the La Quinta General Plan.

Policy 4-4.1.6

The City shall incorporate cultural resources and habitat areas of threatened and endangered plant and wildlife species into open space areas, including park facilities, where possible.

Policy 4-4.1.7

The City shall designate as potential historic landmarks the historic structures identified in the Existing Setting section of the Open Space Element. The City shall facilitate preservation of such landmarks utilizing density transfers, historic preservation ordinances, incorporation within parks and other alternative means.

GOAL 4-5

A network of trails linking and providing access to open space areas.

Objective 4-5.1

The City shall identify a series of conceptual hiking and equestrian trail corridors on the Open Space Policy Diagram which link natural and manmade open space areas.

Policy 4-5.1.1

The Open Space Policy Diagram shall serve as a general guide for the locations of hiking and equestrian trails until a Comprehensive Trails System Master Plan can be prepared, as specified in Policy 5–4.1.1 in the Park and Recreation Element of the La Quinta General Plan. Such a Trails System Master Plan shall identify alternative feasible means to secure trails easements, including private and public funding sources.

Policy 4-5.1.2

Where possible, the City shall utilize existing natural and man-made features, including the Coachella Valley Stormwater Channel and La Quinta Evacuation Channel, to link open space and recreation areas in La Quinta.

Policy 4-5.1.3

The City shall utilize existing and future manmade features including roadway rights-of-way, and utility and drainage easements to link open space areas in La Quinta.

Policy 4-5.1.4

A linked equestrian path system for the eastern half of the incorporated area shall be provided to link the rural residential overlay area as well as surrounding Very Low Density Residential (VLDR) and Low Density Residential (LDR) areas, with surrounding existing and planned equestrian facilities, Open Space areas and Lake Cahuilla County Park.

Policy 4-5.1.5

The City shall review applicable state, county and regional trail system maps (i.e. hiking, equestrian, bicycle) to determine the feasibility of integrating trail routes to link recreational facilities.

OPEN SPACE ELEMENT IMPLEMENTATION MEASURES

The various actions, programs and strategies the City should take to implement the goals, objectives and policies of the Open Space Element are presented on Table OS-1, City of La Quinta Open Space Element Implementation Measures.

- Implementation Measure Includes a description of the action, program and/or strategy which implements the open space development policies.
- Purpose Identifies the intent and purpose of accomplishing the implementation measure.
- Development Policy Reference Identifies the particular development policy the measure is implementing.
- Key Participants Identifies the appropriate public and private body, agency, group, individuals or volunteers responsible to complete the implementation measure.

TABLE OS-1

City of La Quinta, Open Space Element Implementation Measures

	Implementation Measure	Purpose	Development Policy Reference	Key Participants	
1.0	Prepare and adopt a Trails System Master Plan.	To identify specific locations of trail routes and facilitate their construction.	P4-1.2.7 P4-5.1.1 P4-5.1.2 P4-5.1.3 P4-5.1.4 P4-5.1.5	City Park and Recreation Program Manager; City Planning and Development Department	
2.0	Execute perpetual Open Space Preservation Intergovernmental Agreements with the Bureau of Land Management and California Department of Fish and Game regarding agency-owned lands.	To preserve in perpetuity agency-owned hillside and alluvial fan properties as open space.	P4-2.1.2	City Manager; City Planning and Development Department; Bureau of Land Management; California Department of Fish and Game	
3.0	Revise the Hillside Conservation Zone Ordinance to provide more significant density incentives for not developing on any hillside or alluvial fan area.	To preserve as open space in perpetuity hillside and alluvial fan areas, as well as all open space areas.	P4-2.1.3	City Planning and Development Department	
4.0	Prepare and adopt an Open Space Acquisition and Management Program.	To identify specific strategies such as property acquisition, open space districts, historic preservation programs, etc., which should be utilized to preserve specific privately-owned properties as open space. Properties may include hillside, alluvial fan and agricultural parcels as well as historic landmarks.	P4-2.1.3 P4-3.1.3 P4-4.1.7	City Council; City Planning and Development Department; Park and Recreation Program Manager	

TABLE OS-1 (Continued)

City of La Quinta, Open Space Element Implementation Measures

Implementation Measure	Purpose	Development Policy Reference	Key Participants
5.0 Establish a "Cultural Resource Transmittal Agreement" with the Eastern Information Center at the University of California, Riverside.	To ensure compliance with the provisions of CEQA and other environmental statutes relative to the mitigation of adverse impacts to cultural resources.	P4-4.1.1	City Planning and Development Department; Eastern Information Center
6.0 Identify and establish procedures for consulting with government agencies, Native American groups and archaeological societies on an as needed basis.	To utilize the expertise of these agencies/etc. for the review of development applications relative to cultural resource and plant and wildlife habitat preservation.	P4-4.1.1	City Planning and Development Department
7.0 Establish and incorporate development incentives in the City's Zoning Ordinance for the on-site preservation of cultural resources and plant and wildlife habitat areas as open space.	To facilitate the preservation of cultural resource and plant and wildlife habitat areas in original undisturbed locations through the use of density incentives, cluster development techniques, etc.	P4-4.1.4	City Planning and Development Department
8.0 Establish contact and work with national and local conservancy groups.	To utilize the resources of non- profit organizations established to acquire and preserve open space.	P4-2.13	City Planning and Development Department; Coachelle Valley Mountains Conservancy; Audubon Society





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2.0 Land Use Element

3.0 Circulation Element

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Park and Recreation Element

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Chapter 5 Park and Recreation Element

INTRODUCTION

The Park and Recreation Element of the La Quinta General Plan identifies and establishes the City's official policy relative to the designation and preservation of improved public and recreation facilities in the City. The purpose of the element is to establish official City policy which:

- Identifies areas particularly suited for park and recreation activities.
- Identifies acreage standards, locational criteria and facility guidelines for Neighborhood, Community and Regional Parks.
- Identifies conceptual locations for various park types.
- Identifies a comprehensive trails system to link major recreation and open space areas.

The Park and Recreation Element is organized in the following manner:

- Existing Setting Includes a general overview of the existing park and recreation and facilities in La Quinta.
- Summary of Key Planning Issues Includes a brief discussion of the key planning issues which are addressed in the Park and Recreation Element.
- Park and Recreation Vision Statement –
 Includes a statement describing the future state of parks and recreation in La Quinta desired by the citizens and elected officials of the City. The development policies in the Park and Recreation Element are designed to bring this vision to fruition.
- Relationship to Other General Plan Elements – Includes a statement describing the relationship of the Park and Recreation Element to the other General Plan elements.
- Overview of the Park and Recreation Policy Diagram – Includes a description of the Park and Recreation Policy Diagram.
- Park and Recreation Development Goals, Objectives and Policies - Includes a description of the City of La Quinta's policy relative to the location, service area, and standards for Neighborhood, Community and Regional Parks and recreation uses.

Park and Recreation Implementation
 Measures – Includes a summary of the various
 actions, programs and strategies the City of
 La Quinta should take to implement the Parks and
 Recreation Element goals, objectives and policies.

EXISTING SETTING

The existing incorporated area of the City includes approximately 28.6 square miles (18,345 acres) which contains approximately 878 acres of improved park and recreation facilities. The existing developed outdoor recreational acreage includes the Lake Cahuilla County Park, the Village Park and Community Center, the Fritz B. Burns Park and Community Center, the Avenue 50 Sports Complex, and the Cove Mini-Park. Each of these existing parks are described in the following text and summarized in Table PR-1, City of La Quinta, Existing Park Status. These existing parks are also analyzed for conformance with nationally accepted park standards and Quimby Act (California Government Code 66477) (Park Land Dedication and Fee Regulations) guidelines on Table PR-2, City of La Quinta, Comparison of Existing Park Acreage Standards with Quimby and NRPA Standards.

The Quimby Act was established by the California Legislature in 1965 to provide parks for the growing communities within the State. The Act only allows cities and counties to establish ordinances requiring residential subdivision developers to provide park and recreation land and/or in-lieu fees as well as specifying acceptable uses and expenditures of such funds. Special districts must coordinate with the local city or county to receive park land dedication and/or in-lieu fees. Any in lieu-fees or land dedications must be conveyed to the appropriate public agency that provides park and recreation services on a community-wide basis. The City of La Quinta currently administers its Dedication of Land and Payment of Fees for Park and Recreation Purposes (La Quinta Municipal Code [13.24.020]) which allows for the dedication of land or payment of fee in lieu for improved parks and recreation facilities.

TABLE PR-1

City of La Quinta, Existing Park Status

Existing Park Facility	Existing Park Facility Type	Existing Park Land Acreage	Existing Park Level of Service Acreage/1,000 Population(1)	Existing Jurisdictional Administration
Cove Mini Park	Neighborhood	0.3	-	City of La Quinta
Village Park	Neighborhood	6.5	-	Coachella Valley Recreation and Park District
Fritz B. Burns Park	Neighborhood	7.7	-	Coachella Valley Recreation and Park District
Avenue 50 Sports Complex	Community	18.2	-	Desert Sands Unified School District/ City of La Quinta
Total Neighborhood	/Community Parks	s 32.7	2.9	
Lake Cahuilla County Park	Regional	845.0	75.4	Riverside County
Total All Parks		877.7	78.3	

Notes to Table PR-1:

Source: BRW, Inc.; May, 1992.

⁽¹⁾ Based on existing population (11,215) divided by the existing park facility acreage.

TABLE PR-2

City of La Quinta, Comparison of Existing Park Acreage Standards With Quimby⁽¹⁾ and NRPA⁽²⁾ Standards

Park Type	Existing Park Acreage Level of Service Per 1000 Residents ⁽³⁾	Quimby Act Standard Level of Service Per 1000 Residents	Existing Park Acreage Surplus or Deficit Based on Quimby Standard ⁽⁴⁾	NRPA Standard Level of Service Per 1000 Residents	Exiting Park Acreage Surplus or Deficit Based on NRPA Standard ⁽⁵⁾
Neighborhood/ Community Parks	2.9 Acres/ 1000 Residents	3.0 Acres/ 1000 Residents	-1.0 Acres	6.0 Acres/ 1000 Residents	-34.6 Acres
Regional Parks	75.4 Acres/ 1000 Residents	NA	NA	10.0 Acres/ 1000 Residents	732.9 Acres

Notes to Table PR-2:

⁽¹⁾ Quimby Act (California Government Code 66477)

⁽²⁾ National Recreation and Park Association

⁽³⁾ From Table PR-1

⁽⁴⁾ Calculated subtracting the park acreage based on the Quimby Standard from existing park acreage.

⁽⁵⁾ Calculated by subtracting the park acreage based on the NRPA Standard from the existing park acreage.

The Cove Mini-Park is an approximate 0.3-acre Neighborhood Park located in the southeast portion of the Cove and includes playground equipment, park benches and open space. The park is owned and administered by the City of La Quinta.

The Village Park and Community Center is an approximate 6.5-acre Neighborhood Park, located in downtown La Quinta, and offers a lighted baseball/softball diamond, 1.5 illuminated basketball courts, playground equipment, restrooms, a picnic area and an approximate 3,000 square foot Community Center. The park is owned and administered by the Coachella Valley Recreation and Park District.

Fritz B. Burns Park and Community Center is an approximate 7.7-acre Neighborhood Park, located at the southeast corner of Avenida Bermudas and realigned Avenue 52. The facility includes eight tennis courts, undeveloped open space and is owned and administered by the City of La Quinta.

The Avenue 50 Sports Complex is an approximate 18.2-acre Community Park, located north of Avenue 50 and east of the La Quinta Evacuation Channel. The facility includes baseball/soccer fields, restroom facilities and a snack bar. The complex is owned by the Desert Sands Unified School District (DSUSD), but is maintained by the City.

Lake Cahuilla County Park is an approximate 845-acre Regional Park, located southwest of PGA West offering a variety of activities including boating, fishing, hiking, interactive trails, picnic facilities, swimming and camping and recreational hookups (i.e., electricity, water and sewage dump stations). The park is administered by the Riverside County Parks Department.

The City currently contains approximately 1,582 acres of privately operated golf courses which are located adjacent to, or within close proximity of, existing residential and resort land uses. It should be noted, however, that some of the golf courses are limited to use primarily by resort guests and/or members of exclusive communities. This somewhat limits the use of these facilities by all La Quinta citizens. The City also contains approximately 4,960 acres of hillside areas designated as open space.

The existing park facility types, acreages and service levels and jurisdictional administration are presented on Table PR-1. The existing acreage and service levels are compared with service level standards

allowed under the Quimby Act, as well as service level standards promulgated by the National Recreation and Park Association (NRPA). The surplus (or deficiency) of existing park facilities, based on the standards of the Quimby Act and NRPA, are also presented on Table PR-2. It is important to note that the Quimby Act places an upper limit on the service level standard on which jurisdictions may base park land dedications and fee exactions. This upper limit is based on the amount of existing park land located in the City and is 3.0 acres of neighborhood and community park land per 1,000 residents for communities with levels of service less than 3.0 acres per 1000 residents. For communities with neighborhood and community park land levels of service above 3.0 acres/1000 residents, the Quimby Act allows park land dedications and/or fee exactions which match a community's level of service, up to 5.0 acres/1000 residents. neighborhood/community park land level of service above 5.0 acres/1000 residents is desired, the jurisdiction must utilize means other than park land dedications or fee exactions by which to achieve the higher level of service. As illustrated on Table PR-2, existing neighborhood/community park acreages are deficient by one acre when compared with the Quimby Act standard, and deficient by approximately 35 acres when compared with the NRPA standard.

Although Lake Cahuilla County Park is considered a Regional Park, and not applicable to the Quimby Act, it has been included on Table PR-2 because it is located within the City, and to illustrate the impact on overall City-wide park facility levels of service. Including Lake Cahuilla Park, a surplus of 698 acres of park lands exist within the City when compared with NRPA standards. However, total acreage should not be the only criteria when selecting park level of service standards. Equally as important are the various types of parks and whether parks are intended to be utilized by citizens of the community and/or citizens of the entire region. For that reason park standards should be developed separately for neighborhood, community and regional parks. For example, the service area of Lake Cahuilla County Park extends beyond the incorporated area of the City to serve the regional recreational needs of the Coachella Valley.

Areas which could serve as linkages between major recreation and open space areas include flood control and irrigation canal areas. These areas currently include 392 acres, or approximately 2.1 percent of the incorporated area. Existing flood control facilities include the Coachella Valley Stormwater Channel (CVSC), which drains from west to east and is located

between Miles Avenue and Highway 111. The La Quinta Evacuation Channel provides a conduit for storm drainage generated in the watershed south of the Cove and outfalls into the CVSC to the east of the incorporated area. The Coachella Canal, which conveys irrigation water along the eastern side of the City, serves the agricultural needs of adjacent land owners. The use of these facilities would require permission from CVWD which operates and maintains these facilities.

SUMMARY OF KEY PLANNING ISSUES

The following park and recreation issues are addressed in the development policies of the Park and Recreation Element.

- The area east of Washington Street and south of Avenue 50 should be assessed to determine the appropriate level of recreational facilities to serve this recent addition to the incorporated area of the City.
- The area south of the Cove should be utilized either individually or in combination as a park, golf course or natural open space.
- The provision of mini-parks and bike paths located in the Cove should be examined based on the issues of crime, security and cost benefit to the City.
- Park and recreation uses should be located in proximity to residential uses to facilitate pedestrian access and should include the provision of appropriate facilities.
- An additional driveway is needed to facilitate access to existing parks located at the Avenue 50 Complex.
- An integrated bicycle network and well functioning pedestrian path system should be provided in La Quinta.
- The equestrian needs of the community should be addressed in the most advantageous location for City residents.
- Sewage effluent should be utilized for large turf (i.e. golf course, active recreation) areas and drought tolerant plant species should be used to reduce the impact on the potable water supply of the City.
- A hierarchy of park types and park acreage standards should be established to serve the existing and future recreational needs of all City residents.

- A benefit assessment district for residential and commercial projects should be investigated to acquire, design and construct park and recreation facilities for City residents.
- An affordable municipal golf course should be developed for residents in La Quinta.
- Future park and recreation facilities should be oriented to the west side of the Cove proximate to the new bike trail.
- Park and open space areas should address the preservation of cultural resource areas.

PARK AND RECREATION VISION STATEMENT

A Park and Recreation Vision Statement, based on the key recreational issues and desires of the citizens and elected officials of the City of La Quinta is presented below. The development policies included in this Park and Recreation Element are designed to bring this vision to fruition.

"The City of La Quinta's vision of the future for improved parks and recreation acreage and facilities focuses on providing a wide variety of parks for all City residents to enhance the quality of life through the provision of a community-wide, conveniently accessed network of facilities and activities sensitive to the recreational needs and desires of the citizens of La Quinta. It is essential that park and recreational opportunities are integrated, both physically and visually, with the City's open space areas, historic and archaeologic resources and areas which are sites for designated cultural activities to maintain and enhance the desirability of La Quinta as a place in which to live, work and play."

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Park and Recreation Element is one of nine elements included in the La Quinta General Plan. The policies of the Park and Recreation Element is directly related to the policies within the Land Use, Open Space, Environmental Conservation, and Public Facilities and Services Elements. The Park and Recreation Element differs from the Open Space Element in that the Park and Recreation Element focuses primarily on improved open space areas which are designated park and recreation facilities. The Open Space Element recognizes these improved open space areas but focuses on the preservation,

management and possible development of hillside areas, open space areas with cultural resources, areas in agricultural production, water courses and other areas. The goals, policies, standards and proposals within the Park and Recreation Element shall relate directly to, and shall be consistent with, all other elements of the La Quinta General Plan.

OVERVIEW OF THE PARK AND RECREATION POLICY DIAGRAM

The graphic depiction of the City of La Quinta official policy relative to park and recreation uses is presented on Figure PR-1, *Park and Recreation Policy Diagram.* This diagram illustrates the type and location of the existing parks located in the City as well as the conceptual locations of future parks necessary to serve La Quinta at full buildout. The timeframe for buildout is not definitively known but is anticipated to be 25–30 years in the future.

The park facilities illustrated on the Park and Recreation Policy Diagram include all existing parks, as well as known parks which are not constructed at this time. Furthermore, parks which are needed in the future based on adopted level of service standards are conceptually located, based on NRPA guidelines. The exact locations of these future park facilities will be determined in the future, subsequent to more detailed planning.

The park facility name, type, status and acreage is presented on Table PR-3, *Park and Recreation Policy Diagram Data*. This table should be updated annually to incorporate amendments to the Park and Recreation Policy Diagram.

The development policies and standards described in the Park and Recreation Element are the basis for Figure PR-1. The Park and Recreation Policy Diagram should be used in combination with the written development policies, standards and other guidelines in the text of the Park and Recreation Element.

The boundary lines of the facilities on the Park and Recreation Policy Diagram have been located to aid in identification. These boundary lines contain the appropriate amount of park acreage based on the service area standards presented in the development policies. The City of La Quinta Planning Department Staff, Planning Commission and City Council will have the final responsibility for the demarcation of future park and recreation facility boundaries when the exact location cannot be determined on the Park and Recreation Policy Diagram.

The boundary lines of the conceptually located parks presented on the Park and Recreation Policy Diagram are not intended to indicate existing or future zoning boundaries. California statutes require consistency, not identical boundary conformity, between the General Plan and the zoning of land within the City.

The Park and Recreation Policy Diagram includes three types of parks to be located in the City. These park types include Neighborhood, Community and Regional Parks. Neighborhood parks are located on the perimeter of the Cove to provide a series of linear park facilities for area residents, and adjacent to existing and planned residential neighborhoods to provide proximate recreational opportunities for residents. The Neighborhood Parks identified on the Park and Recreation Policy Diagram comprise approximately 72.3 acres and include the Cove Mini-Park, Yucatan Park, Bear Creek Park, Village Park, Fritz Burns Park, Miles Avenue Park, Palm Royale Park and La Quinta Palms Park. These existing neighborhood parks are designated on the Park and Recreation Policy Diagram using the 0.5-mile service radius and denoted with a solid circle.

Community Parks are also located adjacent to existing residential neighborhoods and educational facilities to provide proximate access for City residents. Community Parks identified on the Park and Recreation Policy Diagram comprise approximately 52.7 acres and include the Avenue 50 Sports Complex, Cove Community Park, and Westward Ho Park. These existing community parks are designated on the Park and Recreation Policy Diagram using the 1.0 to 2.0 mile service radius and denoted with a solid circle. In addition, the City require and additional 54.6 acres of neighborhood/community parks to achieve an overall standard of 3.0 acres/1000 residents as allowed in the Quimby Act. These parks are designated on the Park and Recreation Policy Diagram using the appropriate service radius and denoted with a dashed circle.

Regional Parks are located in the south central portion of the incorporated area to serve the multi-jurisdictional recreation needs of the southeast Coachella Valley. The Regional Park outlined on the Park Recreation Policy Diagram comprises approximately 845.0 acres and includes Lake Cahuilla Park and Ranch of the 7th Range.

In conjunction with the identified need for Neighborhood, Community and Regional Parks, the City is projected to include approximately 2,225 acres of golf course open space at buildout. The golf course open

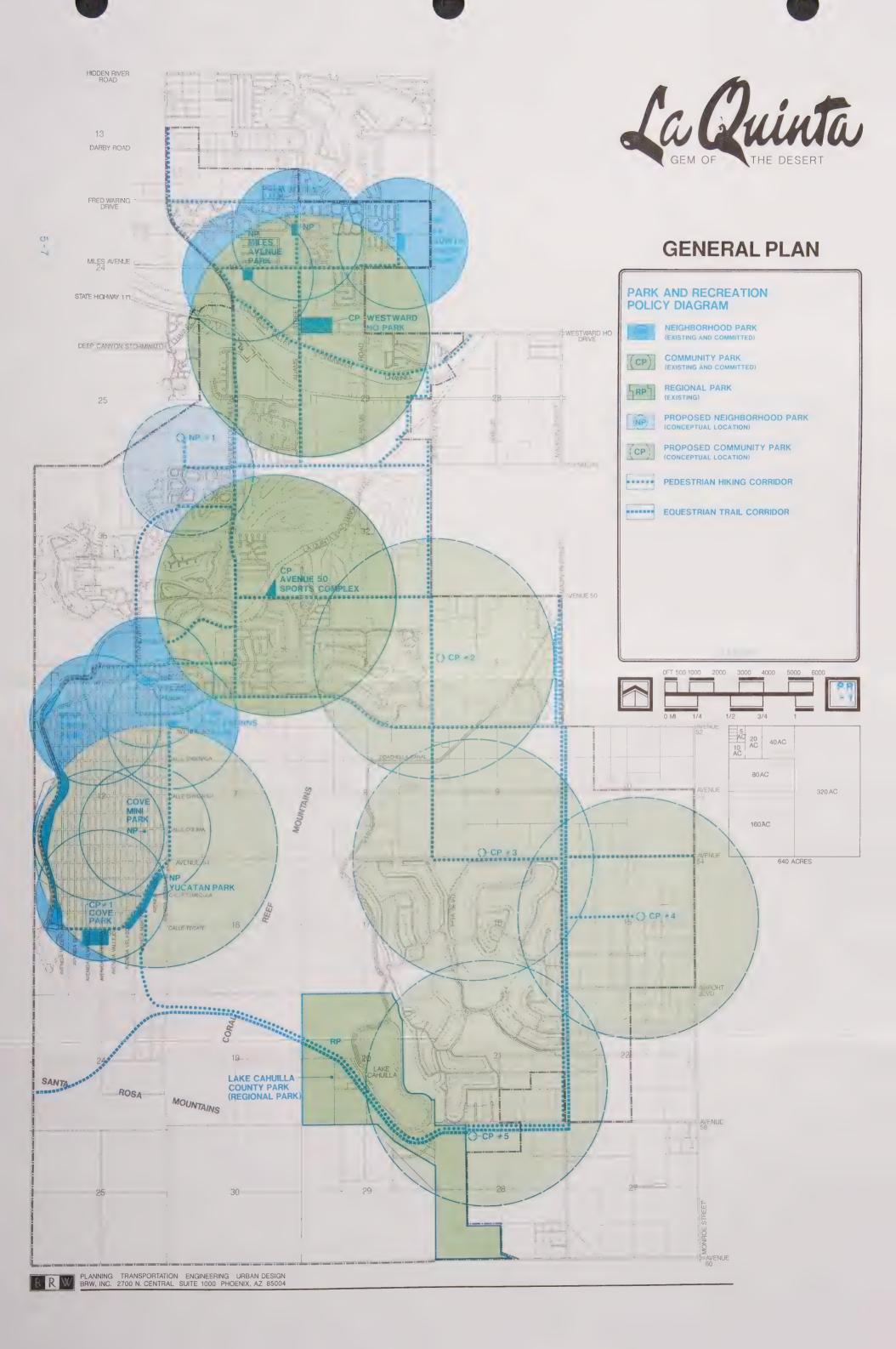




TABLE PR-3

City of La Quinta, Park and Recreation Policy Diagram Data

Park Facility Names	Park Facility Type	Park Status (Existing/Proposed)	Acreage
Cove Mini Park	Neighborhood	Existing	0.3
Village Park	Neighborhood	Existing	6.5
Fritz B. Burns Park	Neighborhood	Existing	7.7
Yucatan Park	Neighborhood	Proposed	13.7
Bear Creek Park	Neighborhood	Proposed	35.9
Miles Avenue Park	Neighborhood	Proposed	1.4
Palm Royale Park	Neighborhood	Proposed	2.8
La Quinta Palms Park	Neighborhood	Proposed	4.0
Avenue 50 Sports Complex	Community	Existing	18.2
Cove Community Park	Community	Proposed	16.5
Westward Ho Park	Community	Proposed	18.0
Unnamed Future Neighborhood/ Community Parks	Neighborhood/ Community	(Undesignated)	54.6 ⁽¹⁾
Lake Cahuilla County Park	Regional	Existing	845.0 ⁽²⁾
Total	-	_	1024.6

Notes to Table PR-3:

Source: BRW, Inc.; May, 1992.

⁽¹⁾ This acreage results from the acreage required to achieve the adopted level of service (179.6 acres of Neighborhood and Community Parks) less existing and committed future Neighborhood and Community Park acreage (126.4 acres).

⁽²⁾ The existing 845-acre Lake Cahuilla County Park contains the buildout acreage requirement of 598.0 acres as presented on Table PR-4.

space is to be located throughout the incorporated area providing both public and private golfing opportunities for residents and tourists. The City also will contain approximately 4,960 acres of open space, which is primarily located in the northeast and south central regions of the City to provide both active and passive recreational opportunities for City residents. Together, these areas comprise approximately 40 percent of the City, and when coupled with the projected demographic profile of City residents, these areas provide a substantive addition to the acreages typically required, dedicated and developed for traditional park and recreation uses.

PARK AND RECREATION DEVELOPMENT GOALS, OBJECTIVES AND POLICIES

The City of La Quinta's official development policies related to park and recreation are presented below. In the context of this General Plan, development policies include goals, objectives, policies and standards based on the following general definitions:

GOAL

A concise statement which describes a desired condition to be achieved. A goal is generally not quantifiable, time-dependent or suggestive of specific actions for achievement. Goals are expressed as ends, conditions or states.

Objective

A specific end, condition or state that is an intermediate step toward attaining a goal. An objective should be achievable and, when possible, measurable and time-specific.

Policy

A specific statement which guides decision-making. A policy is clear and unambiguous and is based on the General Plan's goals and objectives, as well as the analysis of data.

Standard

A rule or measure establishing a level of quality or quantity which must be complied with or satisfied.

Standards define the abstract terms of goals, objectives and policies with concrete specifications.

These development policies are established to guide the type, size, jurisdictional responsibility and locational criterion for park and recreation facilities in the future. Development policies by topical area (e.g., park facility standards, park linkages, public/private recreational opportunities etc.) are presented on the following pages.

Background - Three park facility types are included on the Park and Recreation Policy Diagram. The standards for park facility types, site size, service area radii, responsible administering agency and typical locational criterion are presented on Table PR-4, *City of La Quinta Park and Recreation Element Standards*.

GOAL 5-1

Adequate parks and recreation facilities located throughout the community and accessible to citizens of all age groups.

Objective 5-1.1

The City shall establish a hierarchy of park types to provide appropriate levels of service to La Quinta residents.

Policy 5-1.1.1

The City of La Quinta shall utilize a combination of neighborhood and community parks to provide overlapping service areas within the entire incorporated area of the City.

Policy 5-1.1.2

The City of La Quinta shall utilize a variety of means to ensure that a total of 3.0 acres of improved Neighborhood and Community Park land are provided per 1,000 City residents and approximately 179.4 acres of Neighborhood/Community Park land is provided within the City at full buildout.

TABLE PR-4

City of La Quinta, Park and Recreation Element Standards

Park Facility Type	Site Size ⁽¹⁾ (acres)	Service Radius ⁽¹⁾ (miles)	Park Facility Standard Acreage/1,000 Population ⁽¹⁾	Needed Park Facility Acreage at Buildout ⁽²⁾	Responsibility for Purchase, Improvement, and Maintenance	Typical Activities	Typical Locational Criterion
Neighborhood Park	0.3–10.0	0.5	(3)	(4)	City	Field Games, Court Games, Playground Apparatus, Passive Uses Unique Historical and Cultural Areas	Adjacent to, or at the inter- section of Local and/or Collector Roadways
Community Park	10.0–30.0	1.0 - 2.0	(3)	(4)	City	Playfields, Court Facilities, Indoor Rec. Space, Off-Street Parking, Passive Uses, Historical and Cultural Areas	Adjacent to, or at the inter- section of Collector and/or Secondary Arterial Roadways
Subtotal	-	-	3.0	179.4	-		
Regional Park	31.0 - 100.0+	10.0	10.0	598.0 (Need 845.0 (Actua		Multiple Sports Fields, Court Games, Picnic Areas, Hiking/ Equestrian Trails, Unique Historical, Cultural Areas	Adjacent to, or at the inter- section of Primary and/or Major Arterial Roadways
Total	-	-	13.0	777.4 (Need			

Notes to Table PR-4:

Source: BRW, Inc.; May, 1992.

⁽¹⁾ National Recreation and Park Association and BRW, Inc., May 1992.

⁽²⁾ Based on a La Quinta buildout population of 59,800.

⁽³⁾ A standard of 3.0 total acres/1000 residents for both neighborhood and community parks shall be used. The City shall determine how the standard is divided between neighborhood and community parks.

⁽⁴⁾ The total neighborhood and community park acreage at buildout shall total 179.4 acres. The City shall determine how the acreages are divided between neighborhood and community parks.

⁽⁵⁾ The actual acreage which will be 1024.6 acres, which is the sum of the existing 845-acre Lake Cahuilla County Park plus the 179.4 acres of needed neighborhood/community parks.

Policy 5-1.1.3

The City of La Quinta shall provide Neighborhood Parks that range from 0.3 to ten acres in size, serve a radius area of 0.5 miles and generally provide a mix of field games, court games, and playground apparatus. Neighborhood parks may also provide for passive uses and the preservation of archaeological sites.

Policy 5-1.1.4

The City of La Quinta shall provide Community Parks that range from 10 to 30 acres in size, serve a radius area of 1.0 to 2.0 miles and generally provide extensive playfields and court facilities, indoor recreation space and off-street parking facilities. Community parks may also provide for passive uses and the preservation of archaeological sites.

Policy 5-1.1.5

The City shall coordinate with the County of Riverside to provide Regional Parks that range from 31 to more than 100 acres in size, serve a radius of 10 miles and provide 10 acres of park land per 1,000 residents at full buildout of the City.

Policy 5-1.1.6

The City shall ensure that a total of 1024 acres of improved and unimproved park land is provided within the City or is located within the service area of the City at full buildout.

GOAL 5-2

A program to provide land and improvements for outdoor recreation in La Quinta.

Objective 5-2.1

The City shall require the dedication of land or payment of fees in lieu of, or a combination of both, for park and recreation purposes in La Quinta.

Policy 5-2.1.1

The City shall require the dedication of land and/or the payment of fees to provide 3.0 acres of park land per 1,000 residents, based upon the residential density of the project and the persons per occupied household (based on the 1990 U.S. Census for La Quinta).

Policy 5-2.1.2

The City shall revise, and make more specific, its existing ordinance regulating the dedication of land and payment of fees for park and recreation purposes.

Policy 5-2.1.3

The City shall define the amount of Community or Neighborhood Park land to be dedicated based on the following formula:

$$M = \underline{(pd)} \times pa$$

Where M = Minimum Acreage Dedication

pd = Number of persons projected to reside
in the project (based on the 1990 U.S.
 Census figure for persons per occupied
 dwelling unit)

p = 1,000 population

pa = Park Acreage Standard (3 acres)

Policy 5-2.1.4

The City shall require that the dedicated land and/or payment of fees in lieu of dedication are to be used to rehabilitate existing or develop new Neighborhood Park, Community Park or recreational facilities within the service area of the most proximate existing or future Neighborhood or Community Park and shall bear a reasonable relationship between the recreation facilities to be enhanced or developed and the inhabitants of the subdivision.

Policy 5-2.1.5

The City shall require that the land to be dedicated for a Neighborhood or Community Park provides reasonable accessibility for residents within its service area and is located on appropriately sized acreage that is not subject to detrimental environmental or cultural (i.e. flooding, steep slopes, significant archaeological or paleontological resources) impacts.

Policy 5-2.1.6

The City shall develop a five-year schedule to specify how, when and where the dedicated land and/or fees will be utilized to develop new or to rehabilitate the most proximate existing Neighborhood or Community Park located within the service area of the subdivision.

Policy 5-2.1.7

The City shall issue a credit for the value of any park and recreational improvements to the dedicated land or existing park and recreational facilities against the payment of fees or the dedication of land. The City shall not issue a credit for private recreation facilities.

Policy 5-2.1.8

The City shall generally require the payment of fees in lieu of park land dedication in subdivisions containing 50 or less residential parcels and shall exempt residential subdivisions containing less than five parcels or not utilized for residential purposes.

Policy 5-2.1.9

The City shall utilize the interest collected from fees paid in lieu of park land dedication, in proportion to the initial fee collected, to provide park and recreation facilities to serve the subdivisions.

Policy 5-2.1.10

The City shall investigate additional financial techniques to increase the City supply of existing Neighborhood and Community Parks and recreation facilities for its residents.

Policy 5-2.1.11

The City shall utilize its ability to purchase, sell or convey lands and to utilize fees which have been previously exacted or dedicated for park and recreation purposes. The acreage or fees for which the previously dedicated land was to be purchased, sold or conveyed shall be used to assemble and purchase acreage for park and recreation use which shall bear a reasonable relationship to the residential subdivision from which the fees and/or land was originally exacted.

GOAL 5-3

Affordable golfing opportunities available to the citizens of La Quinta.

Objective 5-3.1

An 18-hole municipal golf course established within the City's incorporated limits.

Policy 5-3.1.1

The City shall augment the existing private golf course facilities with public courses to increase permanent open space and to provide affordable golfing opportunities for La Quinta residents.

Policy 5-3.1.2

A municipal golf course shall be identified on the Land Use Policy Diagram when appropriate.

Policy 5-3.1.3

The City shall conduct a feasibility study for a municipal golf course south of the Cove and/or at The Pyramids to provide affordable golfing opportunities for City residents and tourists.

Policy 5-3.1.4

The City shall coordinate with the private golf course owners located in La Quinta to establish a preferred green fee rate structure for residents during off-peak seasons of the year.

GOAL 5-4

A linked network of park facilities, open space areas and significant historical, archaeological and paleontological sites.

Objective 5-4.1

The City shall utilize existing natural and manmade features to link park facilities, open space areas and significant cultural and agricultural resources.

Policy 5-4.1.1

The Park and Recreation Policy Diagram shall serve as a general guide for the locations of hiking and equestrian trails until a Comprehensive Trails System Master Plan can be prepared. The Master Plan shall generally identify an equestrian trail system that utilizes the Madison Street right-of-way, Avenue 58 right-of-way, and a linkage from the Cove to Lake Cahuilla County Park. The hiking trail system will extend throughout the City to link existing and future community/neighborhood parks as shown on the Park and Recreation Policy Diagram.

Policy 5-4.1.2

Where possible, the City shall utilize existing natural and manmade features including the Coachella Valley Stormwater Channel and La Quinta Evacuation Channel. to link recreation and open space areas in La Quinta.

Policy 5-4.1.3

The City shall utilize existing and future manmade features including roadway rights-of-way and utility and drainage easements to link park and recreation areas in La Quinta.

Policy 5-4.1.4

The equestrian trail system shall be provided to link the rural residential overlay area, as well as surrounding Very Low Density Residential (VLDR) and Low Density Residential (LDR) areas, with surrounding existing and planned equestrian facilities, open space areas and Lake Cahuilla County Park.

Policy 5-4.1.5

The City shall review applicable state, county and regional trail system maps (i.e., hiking, equestrian, bicycle) to determine the feasibility of integrating trail routes to link recreational facilities.

GOAL 5-5

Existing man-made open space areas, such as improved park facilities, golf courses and school playground facilities as permanent open space.

Objective 5-5.1

A permanent park and recreation system, including park facilities, golf courses and school playground facilities, to be incrementally increased until full buildout of the City is achieved.

Policy 5-5.1.2

The City shall utilize the park types and general locations identified in the Park and Recreation Policy Diagram to adequately serve the existing and future recreational needs of City residents.

Policy 5-5.1.3

The City shall prepare a comprehensive Parks and Recreation Master Plan to determine the specific active and passive recreation activities to be included within the parks identified in the Park and Recreation Policy Diagram.

Policy 5-5.1.4

The City shall utilize accepted techniques to determine the demand for specific activities to be grouped together within specific regions of the City. The programming and site planning of these activities shall assist in determining the appropriate park facility type and acreage to serve the surrounding area.

Policy 5-5.1.5

The City shall coordinate with the Coachella Valley Unified School District and the Desert Sands Unified School District on the purchase, improvement and/or maintenance of integrated or adjacent park and recreation facilities to be developed in conjunction with public school (elementary, junior high or senior high) construction in La Quinta.

Policy 5-5.1.6

The school districts shall ensure that adjacent or integrated park facility development remains open to the public for use during non-school periods (i.e., weekends, afternoon, summer).

GOAL 5-6

Conserve natural, cultural and agricultural resources for use in park and recreation facilities.

Objective 5-6.1

A Parks and Recreation Master Plan that identifies standards for turf, vegetation and maintenance of park and recreation facilities in La Quinta.

Policy 5-6.1.1

The City shall identify the design criteria (i.e., location, use, type) for turf in park facilities to maximize its use for active recreation, minimize its use of potable water and to reduce the amount of green waste produced in the City.

Policy 5-6.1.2

The City shall, in the future, investigate the feasibility of utilizing reclaimed effluent from the Coachella Valley Water District to irrigate existing and future park and recreation facilities located in the City.

Policy 5-6.1.3

The City shall identify a palette of drought tolerant plant material to be utilized for existing and future park and recreation facilities, to reduce irrigation requirements and the amount of green waste produced in the City.

Objective 5-6.2

A Parks and Recreation Master Plan that integrates cultural and agricultural resources into parks and recreation facilities.

Policy 5-6.2.1

The City should concentrate efforts to preserve the date palm grove in the Village as a link to its agricultural past. The City should evaluate the feasibility of preserving the site, or a portion of the site, as an interpretive center highlighting the City's history.

Policy 5-6.2.2

The City shall consider creating a "Native American Habitat Preservation Park" to be located north of Laguna De La Paz. The park shall include interpretive and exhibit areas to showcase the prehistoric and historic culture of the Cahuilla Indians.

Park and Recreation Implementation Measures

The various actions, programs and strategies the City should take to implement the goals, objectives and policies of the Park and Recreation Element are presented on Table PR-5, City of La Quinta, Park and Recreation Element Implementation Measures.

- Implementation Measure Includes a description of the action, program and/or strategy which implements the park and recreation development policies.
- Purpose Identifies the intent and purpose of accomplishing the implementation measure.
- Development Policy Reference Identifies the particular development objective and/or policy the measure is implementing.
- Key Participants Identifies the appropriate public and/or private body, agency, group, individuals or volunteers responsible to complete the implementation measure.

TABLE PR-5

City of La Quinta, Park and Recreation Implementation Measures

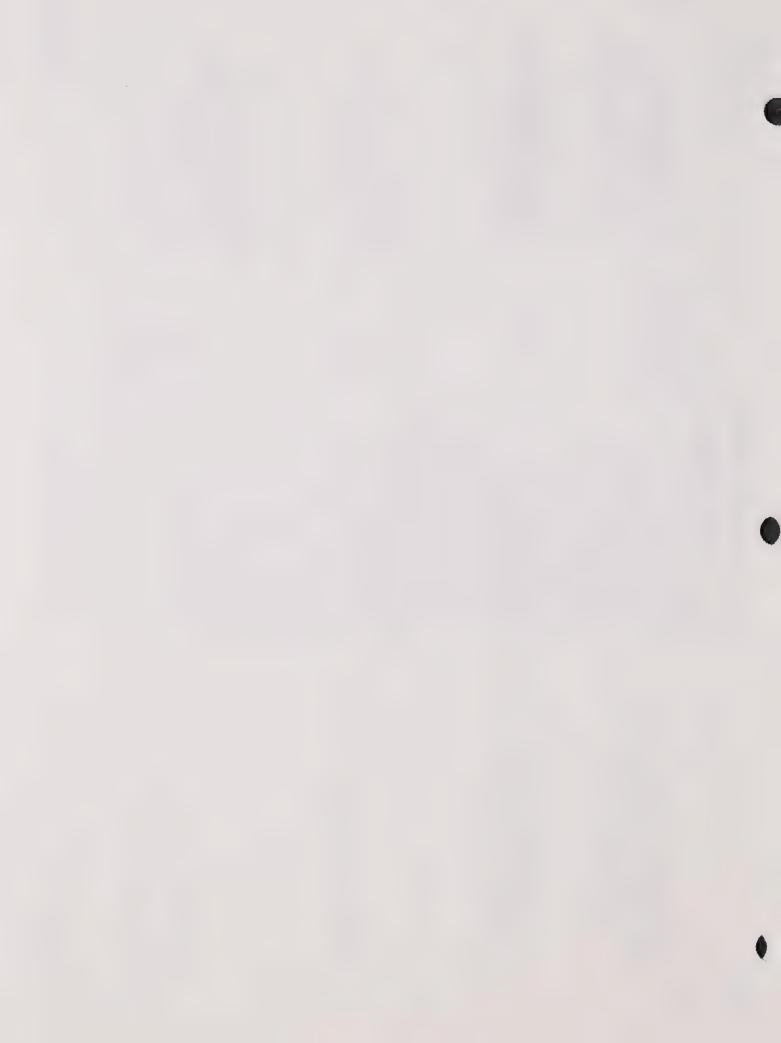
Implementation Measure	Purpose	Development Policy Reference	Key Participants
1.0 Prepare and Adopt a Park and Re Master Plan	To utilize the development policies of the Park and Recreation Element in the identification of specific activit acreage and site design components (i.e. turf, vegetation, irrigation needs) requirements, to serve the diverse recreation interests of the City.		City Council; Community Services Commission; Park and Recreation Program Manager; Planning and Development Department
2.0 Prepare and Adopt Comprehensiv Quimby Ordinance Revisions	To create consistency between the Park and Recreation Element and the ordinance to provide park land dedication of fee in lieu standards in the provision of improved park and recreation areas for City residents.	P5-2.1.2 or	City Council; Park and Recreation Program Manager; Planning and Development Department
3.0 Prepare and Adopt a Trails System Plan	To create consistency between the Park and Recreation Element and the Park and Recreation Master Plan and the provide trail system standards to link recreational, educations residential and open spaces within the City.	0	City Council; Park and Recreation Program Manager; Planning and Development Department
4.0 Prepare a feasibility study to evalude development of a municipal golf of La Quinta			City Council; Park and Recreation Program Manager; Finance Department



TABLE PR-5 (continued)

City of La Quinta, Park and Recreation Implementation Measures

Implementation Measure		Purpose Policy Reference		Key Participants	
5.0	Establish a preferred green fee rate structure on private golf courses for the citizens of La Quinta	To utilize low usage periods (i.e. summer) for private golf courses to provide affordable golfing opportunities for La Quinta residents.	P5-3.1.4	Private Golf Course Owners, Park and Recreation Program Manager; Finance Department	
6.0	Investigate additional financial techniques to acquire, design and develop Neighborhood and Community Parks	To utilize additional mechanisms (i.e., Mellos-Roos Community Facilities Act, General Obligation Bonds, Special Assessment Districts, Lease/Purchase, Certificates of Participation, Land Banking) to augment the Quimby Act in the provision of Neighborhood and Community Parks in the City.	P5-2.1.10 P5-2.1.11	City Council; Park and Recreation Program Manager; Finance Department	





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Chapter 6 Environmental Conservation Element

INTRODUCTION

The Environmental Conservation Element of the La Quinta General Plan identifies and establishes the City's official policy relative to the identification, establishment, preservation and management of natural resources in the City. The purpose of the element is to establish official City policy which:

- Identifies areas in La Quinta with substantial natural resources which shall be managed to prevent waste, destruction or neglect.
- Identifies policies related to permissible uses development standards within conservation areas, as well as programs to ensure the conservation of resources.
- Identifies desired courses of action/strategies which provide the means to implement the community's conservation policies.

The Environmental Conservation Element is organized in the following manner:

- Existing Setting Includes a general overview of the existing natural resources and their function in La Quinta.
- Summary of Key Planning Issues Includes a brief discussion of the key planning issues which are addressed in the Environmental Conservation Element.
- Environmental Conservation Vision Statement – Includes a statement describing the future state of natural resource conservation in La Quinta desired by the citizens and elected officials of the City. The development policies in the Environmental Conservation Element are designed to bring this vision to fruition.
- Relationship to Other Elements Includes a statement describing the relationship of the Environmental Conservation Element to the other General Plan elements.
- Overview of Environmental Conservation
 Policy Diagram Includes a description of the
 Environmental Conservation Policy Diagram and an
 overview of the spatial distribution of the various
 natural resource conservation areas in the City.

- Environmental Conservation Development Goals, Objectives and Policies – Includes a description of the City of La Quinta's official development policies relative to the identification, location, management and development of natural resources in the City.
- Environmental Conservation Element Implementation Measures – Includes a summary of the various actions, programs and strategies the City of La Quinta should take to implement the Environmental Conservation Element goals, objectives and policies.

EXISTING SETTING

Topography/Hillside Areas

Approximately 30 percent of the City is comprised of the undeveloped Coral Reef and Santa Rosa Mountains, which are located in the south central region of the City and extend north along the western incorporated area boundary. These mountains contribute significantly to the City's visual, wildlife and archaeological resources. The mountains provide a dramatic framing element for the City as a result of their close proximity, steep topography and varied vegetation. Development in these areas is regulated by the City's Hillside Conservation Zone Ordinance. Generally, very low density development such as single family residential uses less than 1 dwelling unit per 10 acres; golf course fairways, tees and greens; parks and other passive recreation facilities; and water wells, pumping stations and water tanks are allowed in areas with slopes less than 20%. Uses permitted in areas with slopes greater than 20% are limited primarily to hiking and equestrian trails and access roads.

Archaeological Resources

Information provided by the Archaeological Research Unit at the University of California, Riverside, concluded that the most likely locations of prehistoric cultural resources in La Quinta were along the foot of the Santa Rosa and Coral Reef Mountains. These cultural resources are most likely tethered to sources of water or to locations where specific resources were available in quantity on a seasonal basis. The most

likely locations of major settlements are in the protected cove areas or alluvial plains near permanent water sources and food resources, and especially at boundaries between environmental zones. Temporary campsites might be at the locations of any resource such as game trails, springs, mesquite groves, substantial grass stands, bedrock outcrops near plant or seed resources, marshy areas, or along the shore of ancient Lake Cahuilla. Isolated milling features, sparse lithic scatters, and/or isolated pottery sherd scatters can be expected almost anywhere in the study area, but are most likely where there are large exposed boulders or bedrock outcrops.

Historic Resources

Information provided by the Archaeological Research Unit at the University of California, Riverside, indicated that prior to 1900, the only documented settlement in or near the City was a small Indian village/rancheria in Section 24 of T.55 R.6E, in the vicinity of what is later known as Indian Wells. The village, observed in 1856 by U.S. Deputy Surveyor John La Croze, consisted of a few huts located to the northwest of the locally famous well site named "Palma Seca". This Indian village, however, is not mentioned in any later sources. The other trace of human activities that La Croze observed in the area was the road from Los Angeles/San Bernardino to Indio/Cabezon, a branch of which led from Indian Wells southeasterly to Torres (Toro) area.

The earliest archival evidence of Anglo-American settlement effort in the area comes from 1900, when a few desert land claims were filed with the BLM on two parcels in Section 22 of T.6S R.7E. Two years later, the first homestead claims in the area were filed in Section 30 of T.5S R.7E and Section 10 of T.6S R.7E. However, USGS maps dated 1904 indicate no standing structure in the project area. Nor do they identify any other feature of the built environment aside from the same roads mentioned above. The courses of these roads differ slightly on the 1904 USGS maps than on the 1856 plat maps, but they are clearly identifiable.

The 1941 USGS maps offer a radically different portrait of the area. Although perhaps outshined by the neighboring Indio in population density, La Quinta area was nevertheless apparently experiencing a boom of growth. The present-day resort town of La Quinta had emerged in R.6E, while the outlying area in R.7E, where the "land rush" started, showed a fairly typical pattern of rural settlement.

According to the Archaeological Research Unit at the University of California, Riverside, the California Historic Resources Inventory has records on sites (or structures) of historic significance, including:

- 1. La Casita 51-733 Avenida Madero (1930)
- Real Estate Office 77–855 Avenida Montezuma (1936)
- 3. John Cody Building 77–895 Avenida Montezuma (1940)
- 4. Marcelene Carnes 52-217 Eisenhower Drive (1930)
- 5. Unnamed structure 51–662 Eisenhower Drive (1928)
- 6. Point Happy Ranch 46–135 Washington Street (1930)
- 7. Unnamed structure 46-370 Cameo Palms (1920)
- 8. Burkett Ranch Site 47-250 Washington Street
- 9. Site of Old Bradshaw Road Stage Stop Off Eisenhower Drive and Washington Street
- 10. Unnamed structure 80-041 Avenue 50 (1929)
- 11. Hacienda del Gato (John Marshall Ranch) (1902)
- 12. Previous Site of the Desert Club (1937)
- 13. La Quinta Hotel 49-499 Eisenhower Drive (1926)

A City historic preservation ordinance which addresses the preservation of historic sites and structures has been adopted by the City.

Biological Habitat

The City of La Quinta is located within the California Sonoran Desert. A variety of biological habitat types which are related to elevation, soils and the presence of water are within the City. The rocky slope habitat type located within the Coral Reef and Santa Rosa Mountains contains greater densities of mammals, including the Peninsula Bighorn–Sheep, than any other habitat type. This habitat is within the area designated as open space on the Land Use and Open Space Policy Diagrams in the Land Use and Open Space Elements. The alluvial plain habitat extends through much of the Cove where it meets the valley floor habitat north of Calle Durango.

The sandy wash habitat is located along Bear Creek on the west side of the Cove. This habitat is one of the most important in the City for several reasons. First, few undisturbed wash woodlands of the type formed by the palo verde, smoke tree, and cat's claw occur in the Coachella Valley north of La Quinta. The wash woodland along Bear Creek is considered by the US Fish and Wildlife Service to be "the most extensive, productive, and relatively undisturbed wash woodland habitat remaining in the upper Coachella Valley." Second, the chuparosa, cat's claw and desert lavender are members of tropical genera that usually occur only as far north as the adjacent Deep Canyon. Third, as the most naturally productive type of habitat located in the City, the wash provides a primary source of water and cover for wildlife. Fourth, the palo verde, smoke tree, and cat's claw are species that rely upon the scarification and moisture provided by flood waters to germinate and grow.

Bear Creek Wash retains the characteristic vegetation described above to a point north of Calle Durango, but it is bordered by a dike at the edge of Avenida Montezuma that runs the full length of the Cove. The dike is nearly eight feet high and supports abundant cheesebush and sandpaper plant, with scattered palo verde and smoke trees also present. At Calle Durango, the creek is channelized and along both banks is the exotic tamarisk.

The sandy wash habitat is particularly valuable to wildlife, in part because of its seasonally abundant water. The wash habitat provides water and cover to a variety of animals including 47 species of birds, which include 28 wintering species. The Bear Creek Wash west of the Cove has been designated as open space on the Land Use and Open Space Policy Diagrams in the Land Use and Open Space Elements of the General Plan.

The dunes support an assemblage of plant species not found anywhere else in the City and are second to the wash habitat as the most significant and valued habitat. The dominant species includes honey mesquite, a leguminous species that forms thickets which ring the slopes of the dunes and, in a few locations, still covers the crests. Because most of the dune habitat has been invaded and partially stabilized by introduced weeds, its value as habitat has been reduced for native wildlife species adapted to loose sand. However, numerous small reptilian species have been found here including the Coachella Valley Fringe-Toed Lizard, which is listed as endangered by the California Fish and Game Commission.

The various habitat areas in the City support a wide variety of endangered, threatened, rare and special interest plant and wildlife species. The endangered/threatened species are listed below:

- California Ditaxis (plant)
- Coachella Fringe-Toed Lizard
- Flat-Tailed Horned Lizard
- Peninsular Bighorn Sheep
- Prairie Falcon
- Golden Eagle
- Coachella Giant Sand Treader Cricket
- Vermillion Flycatcher
- Black-tailed Gnatcatcher
- Crissal Thrasher
- Le Conte's Thrasher

One special interest plant, the California Ditaxis (Ditaxis Californica) is located in the La Quinta area. Through June 6, 1991, according to the California Department of Fish and Games Natural Diversity Data Base, there have been five sightings within the area. The plant is considered a "Species of Special Concern" by the California Department of Fish and Game and is ranked "Endangered" by the State of California. Federally, it is in the Category 2 - Candidate for Federal Listing (defined as which existing information indicates may warrant listing, but for which substantial biological information to support a proposed rule is lacking). The plant has been designated as a threatened plant by the Smithsonian Institution. The last documented sighting was in 1984, near an area west of Avenida Bermudas and south of Avenue 52, and is presumed to be still in existence. The occurrence of this species is confined to several populations found in the vicinity of the Santa Rosa Mountains. A second species of ditaxis whose occurrence is rare in California but common elsewhere is also located in the City. The glandular ditaxis (Ditaxis adenophora) is found in the vicinity of the La Quinta Hotel. This plant has not been designated rare or endangered at this time because or its common occurrence elsewhere.

The Coachella Valley Fringe-Toed Lizard, which is listed as endangered by the California Fish and Game Commission and as threatened by the US Fish and Wildlife Service since 1980, is known to inhabit certain areas of the City. The California Natural Diversity Data Base (CNDDB) includes four records of sightings within La Quinta, but two of these areas have been converted to golf courses. The mapped description of the lizard's habitat, published in the 28 September, 1978 Federal Register, includes the sand dunes north of Avenue 50. Development occurring in the area north of Avenue 50, as presented on Figure EC-1,

Environmental Conservation Existing Setting, is subject to a development fee which is utilized to acquire and maintain habitat areas in a Habitat Conservation Preserve near Thousand Palms.

The Flat-Tailed Horned Lizard, a candidate for federal endangered listing and species of special concern by the California Department of Fish and Game, occurs in the same habitat as the Coachella Fringe-Toed Lizard. CNDDB has a record of one sighting near the Bermuda Dunes.

Peninsular Bighorn Sheep habitat areas are found within the Santa Rosa Mountains in La Quinta. The Santa Rosa Mountain populations are among the most dense in the state. This species is listed as rare by the California Fish and Game Commission, a status which corresponds to its federal threatened status. The Santa Rosa Mountains State Game Refuge, (State Game Refuge 4-D) was established in 1917 by the Legislature and enlarged in 1967 primarily for the protection of native bighorn sheep. Portions of this game refuge are within La Quinta, as illustrated in Figure EC-1.

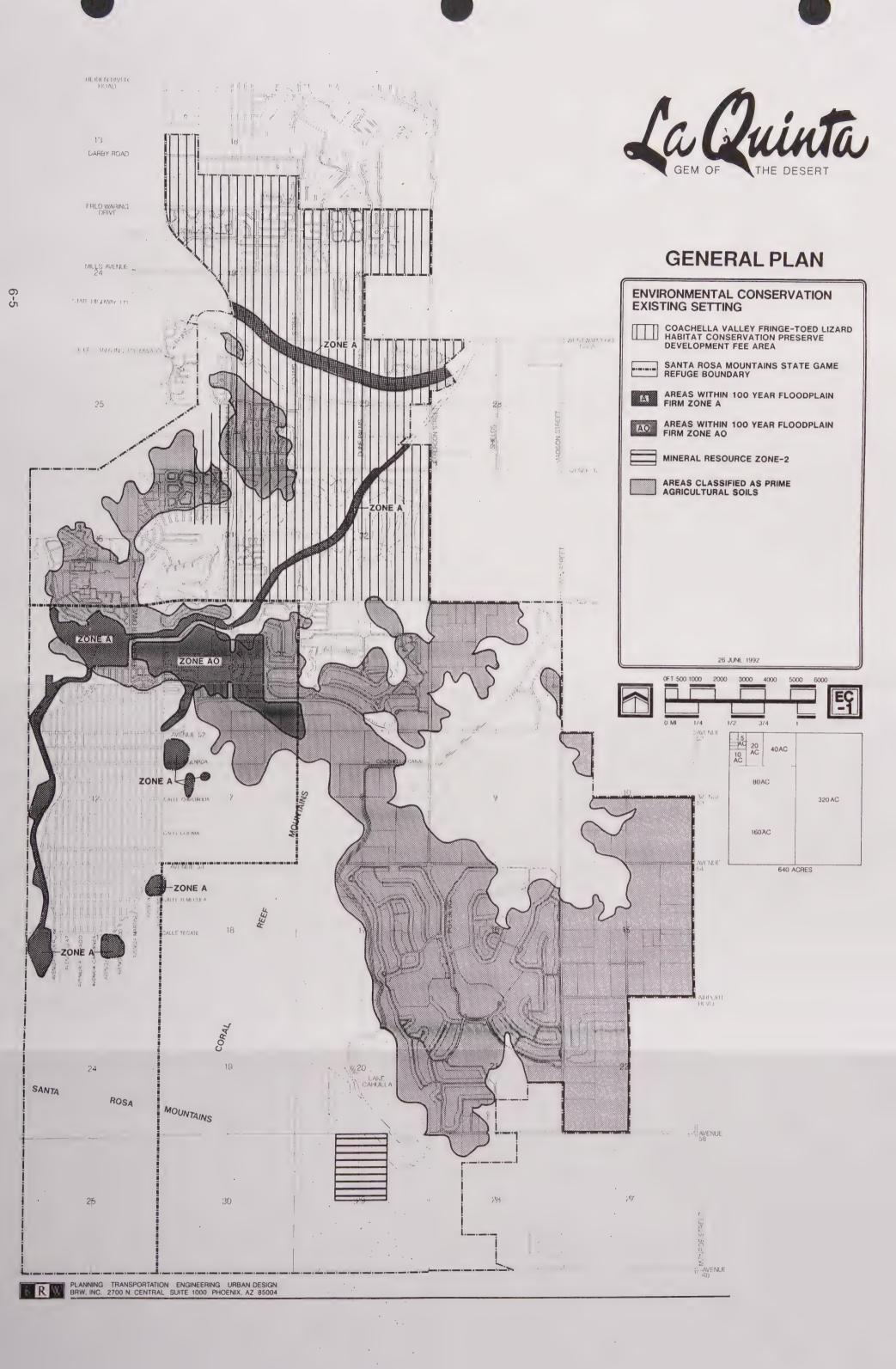
The rocky slope habitat type is most heavily used by bighorn sheep, but some sheep have been observed feeding in the bajada south of La Quinta and sheep tracks have been observed near the Cove Reservoir. The Santa Rosa Mountains Wildlife Habitat Management Plan classifies the bighorn habitat as a "Zone of Deficiency," indicating that the lack of water limits the bighorn to seasonal use, generally January through July. Most of the bajada would normally be of limited suitability because of the lack of nearby steep escape terrain. However, since some degree of off-road vehicle control has been implemented, bighorns have increasingly made use of relatively flat terrain. The area south of La Quinta and the mountain between La Quinta and Deep Canyon are very unique in this regard, and apparently provide habitat relatively free of stress inducing human activity.

The Santa Rosa Mountains in the La Quinta area may be the possible habitat of a rare snake species, the Magic Gecko (Anarbylus switaki). Six bird species of special concern have been observed in the La Quinta area, including the Prairie Falcon, Golden Eagle, Vermillion Flycatcher, Black-tailed Gnatcatcher, Crissal Thrasher and Le Conte's Thrasher. Furthermore, the bald eagle (Haliacetus leucocephallus) is designated an endangered species by the State and Federal governments and has been observed foraging in the bajada south of the Cove.

Groundwater Resources

La Quinta is located above the Coachella Valley Groundwater Basin which is the major supply of water for the potable water needs of the City as well as a significant supply for the City's non-potable water irrigation needs. Water is pumped from the underground aguifer via thirteen wells in the City operated and administered by the Coachella Valley Water District (CVWD). La Quinta is located primarily in the lower Thermal Subarea of the Coachella Valley Groundwater Basin. The Thermal Subarea of the groundwater basin is separated into the upper and lower valley sub-basins near Point Happy, located northwest of the intersection of Washington Street and Highway 111. CVWD estimates that approximately 19.4 million acre feet of water is stored within the Thermal Subarea which is available for use. Water pumped from the aquifer is treated to federal drinking water standards and distributed to users through the existing potable water distribution system. Water is also pumped from the aquifer for irrigation purposes, primarily on golf courses and on some agricultural parcels, although irrigation supplies are also augmented with surface water from the Colorado River transported to La Quinta via the Coachella Canal. Many of the existing golf courses in the City are irrigated with a combination of untreated ground water and surface water from the Coachella Canal, although the percentages of type of water varies between golf courses.

According to the Coachella Valley Master Environmental Assessment (1979) the general quality of groundwater in the La Quinta area is highly suitable for domestic purposes. However, chemicals associated with agricultural production in nearby areas and the use of septic tanks in the Cove area affect groundwater quality in the area. Groundwater is of marginal to poor quality at depths of less than 200 feet. The quality of water found below 200 feet is generally good and water of excellent quality may be found at depths ranging from 400 to 600 feet. CVWD indicates that most wells producing usable water in La Quinta range in depth from 500 to 900 feet. Percolation from the tributaries of the Whitewater River (Bear Creek Wash and other washes) flowing into La Quinta from the Santa Rosa Mountains provide a natural source of groundwater replenishment. The areas near the Cove consist of very sandy soils with high percolation rates. Groundwater production (extraction) for domestic and agricultural uses was estimated to be approximately 43,790 acre feet for the basin in 1989/90.





The availability and adequacy of water supplies for domestic and agricultural uses is key to the continuing development of the City. An aquifer recharge program for the upper valley sub-basin (the area west and north of La Quinta) was instituted by CVWD in 1973. To date, no such program has been instituted in the areas utilizing groundwater from the lower valley sub-basin. However, CVWD indicates that recently some water table loss in the vicinity of La Quinta has been occurring as a result of groundwater extraction. CVWD is addressing this issue and indicates that it may be possible that the water table may be replenished in the future with surface water from the Coachella Canal. A possible candidate area for groundwater replenishment efforts is west and south of the vacated sand and gravel quarry located south of Lake Cahuilla. CVWD indicates that groundwater replenishment efforts may be initiated in this area in the next ten years.

Numerous water conservation mechanisms effecting the City are currently being utilized, or are scheduled for implementation in the very near future. CVWD has prepared outdoor landscaping, grading and irrigation system design guidelines which are aimed at conserving water. Specific examples of the guidelines include, but are not limited to, the on-site containment of stormwater runoff: the minimal use of turf in areas not being utilized for recreational purposes; the use of drought tolerant, low water using plants; the minimal use of overhead irrigation techniques; the use of drip irrigation systems for trees and shrubs and within street medians; the appropriate time of day for irrigation; and irrigation system maintenance requirements. CVWD is anticipating implementing a water rate structure in 1993 which is designed to discourage the excessive use of water. CVWD also encourages the use of non-potable water in surface water bodies on golf courses. Non-potable sources include canal water and the use of reclaimed wastewater where feasible.

The State of California has been active in passing legislation related to water conservation. Recently, Assembly Bill (AB) 2355 was passed which requires the installation of low water using toilet fixtures in all new construction. This legislation is designed to reduce the indoor demand of potable water. Furthermore, AB 325 is scheduled to become effective in 1993. AB 325 mandates that by 1993 local jurisdictions adopt water efficient landscape ordinances, or issue findings declaring that no ordinance is necessary. Such landscape ordinances would affect all public projects and private commercial projects requiring a building permit as well as multi-family and

single family residential uses with developer-installed landscaping.

Surface Water Resources

Surface water in La Quinta is comprised of Colorado River Water supplied via the Coachella Canal and stored in Lake Cahuilla; lakes in private developments which are comprised of canal water and/or untreated ground water; and the Whitewater River (Coachella Valley Stormwater Channel) and its tributaries, including Bear Creek. The watersheds in La Quinta are subject to intense storms of short duration which result in substantial runoff. The steep gradient of the Santa Rosa Mountains accelerates the runoff flowing in the intermittent streams that drain the mountain watersheds.

The largest watershed system in the area is Bear Creek which enters La Quinta from the southwest. Bear Creek separates at the head of the alluvial fan located south of the Cove area into two smaller streams which continue north on each side of the Cove.

The watershed on the eastern side of the Coral Reef Mountains contains numerous intermittent streams, all of which drain into Lake Cahuilla. Other watersheds on the western slope of the Santa Rosa Mountains, located to the east of the City, drain into the eastern branch of Bear Creek.

The Whitewater River crosses the northern portion of the City and drains the entire Coachella Valley, including watersheds located near Mt. Jacinto. Portions of La Quinta have been identified by the Federal Emergency Management Act as being prone to flooding in the event of a 100 year storm as shown on Figure EC-1.

The Coachella Valley Stormwater Channel, La Quinta Evacuation Channel, Bear Creek Channel and other stormwater basins in the vicinity of the Cove are part of the stormwater drainage system maintained and administered by CVWD. The areas are designated as watercourse areas on the Land Use Policy Diagram in the Land Use Element.

According to the Coachella Valley Master Environmental Assessment (1979), one of the primary sources of surface water pollution, other than point sources which are regulated by the state and federal governments, is erosion and sedimentation from development construction and operation activities. Unless controlled by the use of best management practices, total dissolved solids (TDS) can increase significantly from the development activities.

As a result of passage of the federal Clean Water Act. all communities are required to conform to standards regulating the quality of water discharged into streams, including stormwater runoff. The Federal Environmental Protection Agency (EPA) is implementing the act through the National Pollutant Discharge Elimination System (NPDES). In California, the California Water Quality Control Board is administering the NPDES for the EPA. As part of a two phase federal permitting process, the City of La Quinta is participating with all other Coachella Valley communities, Riverside County and the CVWD in completing permitting requirements. Phase 2 of the permitting process requires identification of necessary measures to ensure that any water discharged into rivers and streams meet federal water quality standards. Phase 2 is to be completed in 1993. Consequently, the City is considering measures to ensure compliance with federal standards. Specific measures under consideration include consolidating and augmenting various sections of the City Code to provide a legal basis for implementing standards and programs which regulate stormwater quality, and establishing a monitoring and reporting system to identify what is being discharged into the stormwater collection system.

Mineral/Soil Resources

Within the City is one site designated as an area with significant mineral deposits. This area is designated pursuant to the California Surface Mining and Reclamation Act. The site is a non-operating sand and gravel mine located southwest of Lake Cahuilla Regional Park. The site is buffered by Lake Cahuilla County Park from PGA West, which is the nearest residential use.

Soil resources are derived from the surrounding mountain areas. The bedrock material is weathered, eroded and transported downslope and eventually becomes alluvial deposits. The sandy soils in the area exhibit high permeability, effectively permitting percolation. The silt and clay soils of the area generally exhibit lower permeabilities, resulting in lower percolation rates. Local soils carry severe limitations for excavation and embankments, according to the U.S. Soil Conservation Service (SCS). Sandy soils of the alluvial fans tend to erode quickly in windy conditions, but are relatively stable due to low slope inclinations. Mountain slopes are susceptible to debris flows and slope failures due to the stratified geologic

nature of the area. Generally, approximately 40 percent of the City outside of the mountain areas is classified as having soils within the Class I or Class II SCS land use capability classification. These soils are considered prime agricultural soils and are illustrated on Figure EC-1. However, many of these areas are already urbanized, including the sites of the La Quinta Hotel and PGA West. Furthermore, many of the remaining undeveloped areas with prime agricultural soils are the locations of approved/tentative development projects.

Energy Resources

Conservation of natural energy resources is a very high priority, both nationally and locally. The many days of sunshine in the Coachella Valley facilitate the use of alternative energy sources, including solar energy. Measures which result in the conservation of energy can be divided into three major categories, (1) incorporation of energy conserving features in new construction, (2) installation of energy conserving features into existing structures, and (3) residents practicing energy conservation. Most of the features which can be incorporated into new construction can also be installed in existing units.

There are a variety of programs available to builders and property owners dealing with energy conservation. Such programs are found at federal, state, and local levels, and include a wide range of strategies.

SUMMARY OF KEY PLANNING ISSUES

The following key planning issues are addressed in the policies of the Environmental Conservation Element.

- Development on hillsides and alluvial fan areas should be restricted to protect the scenic, topographical and archaeological resources of the City.
- Endangered wildlife and plant species habitat areas, historic and archaeological resource areas, mineral resources and agricultural soils should be preserved.
- Scenic corridors, vistas and viewsheds of the Santa Rosa and Coral Reef Mountains, as well as views toward the San Gorgorio Pass, should be preserved and enhanced.
- Energy conservation techniques which encourage the use of solar panels, windmills and projects demonstrating the best available technologies of energy efficiency should be incorporated in the

General Plan. Utility resources should be conserved utilizing a variety of feasible strategies.

- Land uses adjacent to mineral resource areas should be protected from the adverse impacts of mineral extraction activities.
- The City should be protected from the adverse impacts of stormwater runoff, including property damage as well as water quality.
- Permitted land uses and standards for development in open space and watercourse areas should be identified.
- The quality and quantity of groundwater should be protected and maintained. Water conservation efforts should be maintained, expanded and implemented.

ENVIRONMENTAL CONSERVATION VISION STATEMENT

A Vision Statement based on the key environmental conservation issues and desires of the citizens and elected officials of the City of La Quinta is presented below. The development policies included in this Environmental Conservation Element are designed to bring this vision to fruition.

The City of La Quinta's vision of the future for Environmental Conservation focuses on the protection and stewardship of the natural environment as a major community asset for the future quality of life in La Quinta. Conserving and protecting the quantity and quality of all water resources, clean air, natural topography, habitat of native plant and wildlife species, scenic vistas and energy resources are a significant ingredient in the well-being of La Quinta. resources should be perpetuated for their visual, functional, environmental and aesthetic qualities.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Environmental Conservation Element is one of eight elements in the La Quinta General Plan. The development policies within the Environmental Conservation Element are closely related to the policies within the Land Use, Open Space and Environmental Hazards Elements. The policies related to natural resources conservation, land use, and open space within this element shall be consistent with all other elements of the General Plan.

OVERVIEW OF THE ENVIRONMENTAL CONSERVATION POLICY DIAGRAM

The graphic depiction of the City of La Quinta's official policy relative to environmental conservation is on Figure EC-2. Environmental presented Conservation Policy Diagram. This diagram illustrates the general pattern of conservation related land uses. policy area issues and historic landmarks/structures in the City at buildout. The time frame for buildout is not definitively known because of the unpredictability of future real estate markets, financial markets, etc.

Many of the development policies included within the Environmental Conservation Element are the basis for Figure EC-2. The Environmental Conservation Policy Diagram should be used as a general guide for the identification and location of conservation areas in the City. The diagram should be used in combination with the written development policies, standards and other guidelines in the text of the Environmental Conservation Element.

The conservation areas and other information on the Environmental Conservation Policy Diagram are located based on the criteria and standards presented in the development policies. Where possible, these areas have been located along/around significant natural and manmade features to aid in identification. These features include rivers, canals, mountains, roadways and flood control channels. Furthermore, the areas identified on Figure EC-2 are defined by demarcation lines which are able to be adjusted if consistent with the intent of the Environmental Conservation Element. The City of La Quinta Planning Department staff, Planning Commission and City Council will have the final responsibility for the demarcation and identification of these areas when exact locations cannot be determined from the Conservation Policy Diagram.

The information presented on the Environmental Conservation Policy Diagram is intended to be general in nature. Boundary lines are not intended to indicate existing or future zoning boundaries. California statutes require consistency, not identical boundary conformity, between the General Plan and the zoning of land within the City.

ENVIRONMENTAL CONSERVATION ELEMENT DEVELOPMENT POLICIES

The City of La Quinta's official development policies related to environmental conservation are presented below. In the context of this General Plan, development policies include goals, objectives, policies and standards based on the following general definitions:

GOAL

A concise statement which describes a desired condition to be achieved. A goal is generally not quantifiable, time-dependent or suggestive of specific actions for achievement. Goals are expressed as ends, conditions or states.

Objective

A specific end, condition or state that is an intermediate step toward attaining a goal. An objective should be achievable and, when possible, measurable and time-specific.

Policy

A specific statement which guides decision-making. A policy is clear and unambiguous and is based on the General Plan's goals and objectives, as well as the analysis of data.

Standard

A rule or measure establishing a level of quality or quantity which must be complied with or satisfied. Standards define the abstract terms of goals, objectives and policies with concrete specifications.

These development policies are established to guide the designation, identification, preservation and management of environmental resources in the future. Development policies by topical area are presented on the following pages.

GOAL 6-1

The scenic resources of the Coral Reef and Santa Rosa Mountains lasting in perpetuity.

Objective 6-1.1

The City shall utilize a variety of alternative means to ensure that the scenic resources of the Coral Reef and Santa Rosa Mountains are preserved in perpetuity.

Policy 6-1.1.1

The City shall designate the Coral Reef and Santa Rosa Mountains as Open Space on the Conservation Policy Diagram. The areas designated as open space shall be consistent with the Open Space Policy Diagram in the Open Space Element and the Land Use Policy Diagram in the Land Use Element. Development in the mountains shall be consistent with the applicable policies in the Land Use and Open Space Elements.

Policy 6-1.1.2

The City shall utilize street corridors to provide scenic vistas of the Coral Reef and Santa Rosa Mountains. Landscaped setbacks along streets shall be required pursuant to Policy 3–4.1.11 in the Circulation Element of the General Plan. The setbacks areas follows:

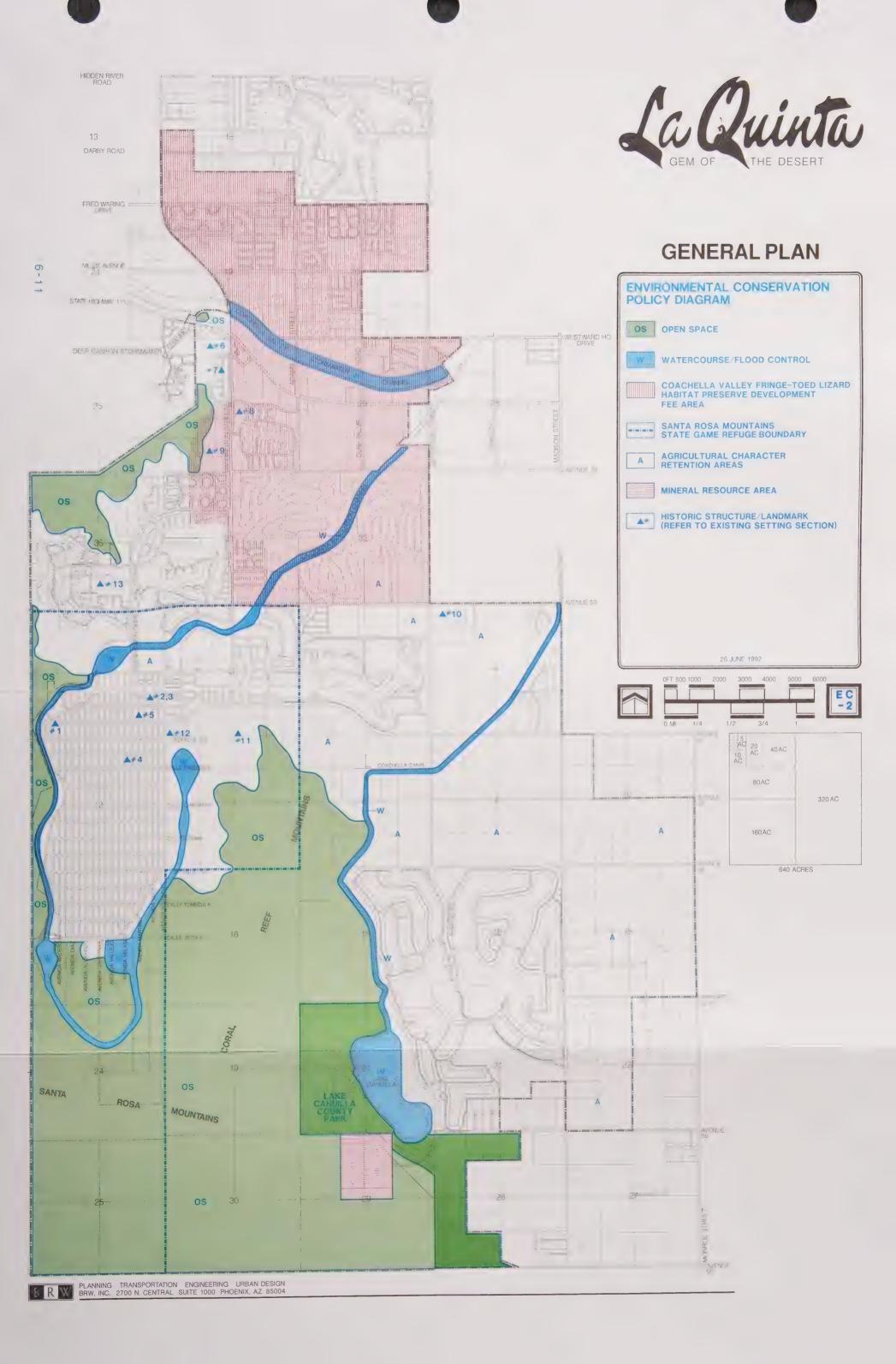
- Highway 111 50 feet
- Other Major Arterials 20 feet
- Primary Arterials 20 feet
- Secondary Arterials 10 feet
- Collector Streets 10 feet

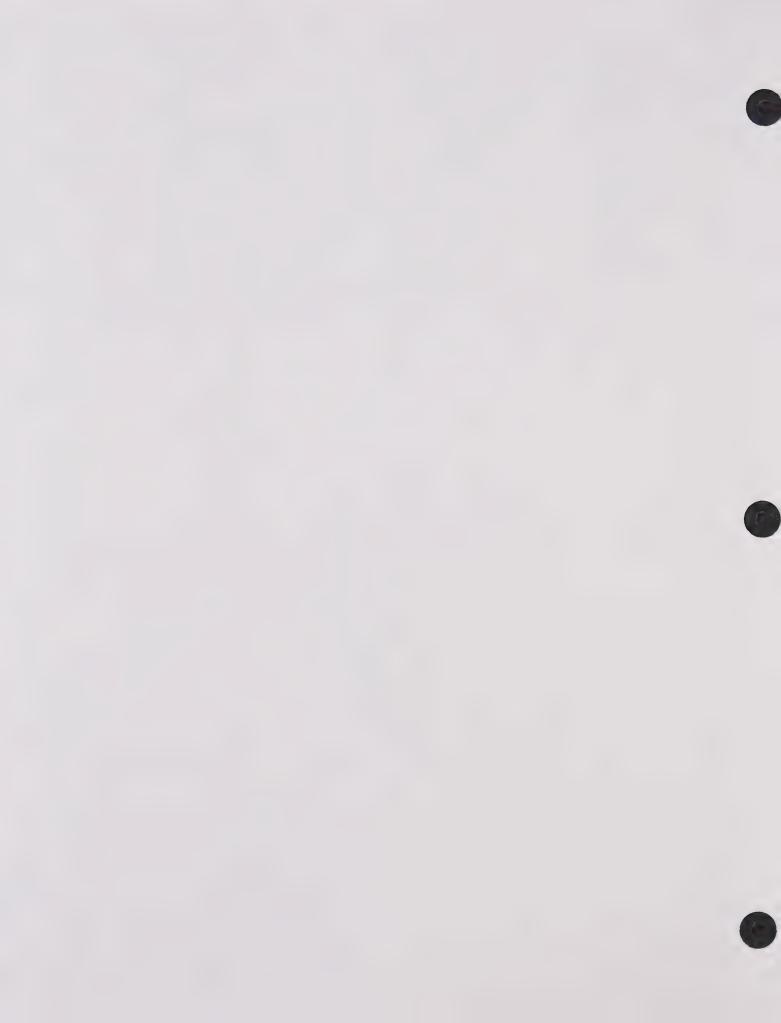
Policy 6-1.1.3

Development in the City shall respect the natural topography and minimize significant alteration of the natural landform.

Policy 6-1.1.4

Point Happy, a significant topographical feature, and part of the Santa Rosa Mountains, shall be preserved.





GOAL 6-2

Historic, archaeological and culturally significant sites, structures and programs preserved, perpetuated and integrated within the fabric of the City.

Objective 6-2.1

The City shall utilize a variety of alternative means to identify, preserve, and integrate historic and archaeologically significant sites and structures.

Policy 6-2.1.1

The City shall establish and maintain contact with appropriate historic and archaeological societies and Native American concerns, including the Eastern Information Center at the University of California, Riverside, the Agua Caliente Band of Cahuilla Indians, the Coachella Valley Archaeological Society, the La Quinta Historical Society and/or the Riverside County Parks History Division to confirm the identification and location historic and archaeologically significant sites and structures and to facilitate compliance with CEQA (California Environmental Quality Act), NEPA (National Environmental Policy Act) and NHPA (National Historic Preservation Act).

Policy 6-2.1.2

The City shall require development applications to be reviewed by a qualified archaeologist and/or historian, as appropriate, prior to final approval to identify any project-related impacts to historical and/or archaeological resources.

Policy 6-2.1.3

Appropriate mitigation measures to protect historic and archaeological resources shall be required where necessary. Where appropriate, portions of proposed projects shall be designated as Open Space and delineated as such on the Conservation Policy Diagram and the Open Space Policy Diagram in the Open Space Element.

Policy 6-2.1.4

The City shall incorporate historic and archaeological resources into open space areas, including park facilities, where possible.

Policy 6-2.1.5

The City shall designate as potential historic landmarks the historic structures identified in the Existing Setting Section of the Environmental Conservation Element. The City shall facilitate preservation of such landmarks through the use of historic preservation ordinances, density transfers, incorporation within parks and other alternative means.

Objective 6-2.2

The City shall utilize a variety of alternative means to refresh, enhance and enrich the community by providing adequate cultural facilities, programs and activities.

Policy 6-2.2.1

The City shall continue to utilize the "La Quinta Art in Public Places Program" to provide public art in the City.

GOAL 6-3

The habitat areas of rare, threatened and endangered flora and fauna preserved and incorporated within open space areas.

Objective 6-3.1

The City shall utilize variety of alternative means to ensure that the habitat areas of rare, threatened and endangered flora and fauna are conserved.

Policy 6-3.1.1

The City shall establish and maintain contact with the appropriate governmental agencies, including the California Department of Fish and Game, to confirm the identification and location of habitat areas of rare, threatened and endangered flora and fauna and to facilitate compliance with appropriate environmental legislation, including CEQA and NEPA.

Policy 6-3.1.2

The City shall require, when appropriate, development applications to be reviewed by a qualified wildlife biologist and horticulturist to identify any project-related impacts to habitat areas of rare, threatened and endangered flora and fauna and to recommend appropriate mitigation measures.

Policy 6-3.1.3

The City shall support the maintenance and perpetuation of wildlife refuges and preserves, including the Coachella Valley Fringe-Toed Lizard Habitat Conservation Preserve and the Santa Rosa Mountain State Game Refuge, for the protection of habitat areas of multiple threatened and endangered wildlife species, including the Coachella Valley Fringe-Toed Lizard and Peninsular Bighorn Sheep.

Policy 6-3.1.4

Appropriate mitigation measures to protect rare, threatened and endangered flora and fauna habitat areas shall be required where necessary to protect such areas. Where appropriate, portions of proposed projects shall be designated as Open Space on the Conservation Policy Diagram and the Open Space Policy Diagram in the Open Space Element to ensure preservation.

Policy 6-3.1.5

The City shall incorporate habitat areas of rare, threatened and endangered flora and fauna into areas designated Open Space on the Conservation Policy Diagram and the Open Space Policy Diagram in the Open Space Element, including park facilities, where possible.

GOAL 6-4

An adequate supply, quantity and quality of groundwater and surface water available to all citizens of La Quinta.

Objective 6-4.1

The City shall ensure, through appropriate conservation efforts, that an adequate supply of potable water is available to all citizens in La Quinta.

Policy 6-4.1.1

The City shall prepare and adopt a water efficient landscape ordinance applicable to all new and rehabilitated landscaping for public agency projects, private commercial development projects which require building permits and developer—installed landscaping in single—family and multi—family residential projects. Such an ordinance shall encourage the use of drought—resistant native landscaping.

Policy 6-4.1.2

The City shall encourage the use of surface water sources including Colorado River water and reclaimed wastewater, in future golf course developments and other projects with requirements for large turf areas as a means of water conservation.

Policy 6-4.1.3

The City shall ensure that plumbing fixtures, including toilets, urinals, showerheads, lavatory faucets, sink faucets and tub spout diverters, in all new development conforms to applicable California state statutes and codes.

Policy 6-4.1.4

The City shall coordinate with the CVWD in public education efforts which encourage the conservation of water.

Policy 6-4.1.5

The City shall coordinate with the CVWD in identifying areas within the City and the City's Sphere of Influence which are desirable for aquifer recharge activities.

Policy 6-4.1.6

Development project site retention basins shall be encouraged to be sited in areas which facilitate recharge of the groundwater aquifer.

Policy 6-4.1.7

The City shall coordinate with the CVWD to evaluate strategies to increase the amount of recharge to the underground aquifer through the use of site design techniques, turf and agricultural irrigation methods, and the utilization of tertiary treated wastewater and/or lower quality potable water.

Policy 6-4.1.8

Local well water supplies should be conserved by utilization of Colorado River water for irrigation whenever possible.

Objective 6-4.2

The City shall ensure, through alternative means, that a high quality of water exists for alternative uses in La Quinta.

Policy 6-4.2.1

The City shall prohibit the discharge of hazardous and/or toxic substances into the groundwater aquifer.

Policy 6-4.2.2

The City shall continue to participate with other Coachella Valley government agencies in the implementation of the National Pollutant Discharge Elimination System to improve the quality of stormwater in La Quinta.

Policy 6-4.2.3

The City shall identify and require the utilization of alternative measures to minimize pollution from erosion and sedimentation caused by construction and operation activities.

Objective 6-4.3

The City shall ensure that surface water resources are conserved.

Policy 6-4.3.1

Watercourses, stormwater facilities and large recreational/irrigation bodies of water shall be identified on the Conservation Policy Diagram. The locations of such facilities shall be consistent with the Land Use Policy Diagram in the Land Use Element.

Policy 6-4.3.2

Development within watercourse and stormwater facilities shall be limited to primarily recreational uses such as golf courses, playfields and other similar types of uses which are compatible with periodic inundation by stormwater.

GOAL 6-5

Prime soil and mineral resource areas conserved for future utilization.

Objective 6-5.1

Where feasible, the City shall conserve prime soil and mineral resources through a variety of alternative means.

Policy 6-5.1.1

The Agricultural Character Retention Areas (A) designation on the Conservation Policy Diagram shall identify areas currently under agricultural production or which have historically been utilized for agricultural

production. These areas shall be encouraged to remain as open space as long as possible.

Policy 6-5.1.2

The Mineral Resource Area designation on the Conservation Policy Diagram shall identify areas with known mineral deposits pursuant to the California Surface Mining and Reclamation Act. Mineral Resource Areas shall be reserved for mineral extraction activities. All mineral extraction activities shall be subject to the use, development and performance standards for such activities included in the City's Zoning Ordinance. Subsequent to mineral extraction, such areas shall be reclaimed to a similar natural condition (i.e. blending topography, propagating native vegetation, etc.) existing prior to the extraction activity.

Policy 6-5.1.3

The loss of soils through erosion shall be minimized through conservation of native vegetation, use of permeable ground materials and careful regulation of grading practices.

GOAL 6-6

Public and private sector development projects which demonstrate the best available technologies of energy efficiency and energy conservation techniques.

Objective 6-6.1

The City shall encourage that the best available technologies of energy efficiency and energy conservation techniques are incorporated into both public and private sector development projects.

Policy 6-6.1.1

The City shall encourage energy conservation by incorporating into City codes, when feasible, planning and building standards which minimize consumption of non-renewable resources, such as natural gas and fossil fuels.

Policy 6-6.1.2

The City shall coordinate with the Imperial Irrigation District (IID) to facilitate programs which reduce the demand for electricity in residential and commercial developments.

Policy 6-6.1.3

The City shall identify a package of incentives for developers which incorporate effective design and construction techniques which significantly reduce energy consumption.

Policy 6-6.1.4

The use of active solar, passive solar and other energy conservation opportunities shall be encouraged wherever feasible.

ENVIRONMENTAL CONSERVATION ELEMENT IMPLEMENTATION MEASURES

The various actions, programs and strategies the City should take to implement the goals, objectives and policies of the Environmental Conservation Element are presented on Table EC-1, City of La Quinta Environmental Conservation Element Implementation Measures.

- Implementation Measure Includes a description of the action, program and/or strategy which implements the conservation development policies.
- Purpose Identifies the intent and purpose of accomplishing the implementation measure.
- Development Policy Reference Identifies the particular development policy the measure is implementing.
- Key Participants Identifies the appropriate public and private body, agency, group, individuals or volunteers responsible to complete the implementation measure.

TABLE EC-1

	Implementation Measure	Purpose	Development Policy Reference	Key Participants
1.0	Execute perpetual Open Space Preservation Intergovernmental Agreements with the Bureau of Land Management and the California Department of Fish and Game regarding agency-owned lands.	To preserve in perpetuity agency-owned hillside and alluvial fan properties as open space.	P6-1.1.1	City Manager; City Planning and Development Department; Bureau of Land Management; California Department of Fish and Game
2.0	Revise the Hillside Conservation Zone Ordinance to provide more significant density incentives for not developing on any hillside or alluvial fan area.	To preserve as open space in perpetuity, hillside and alluvial fan areas, as well as all open space areas.	P6-1.1.1	City Planning and Development Department
3.0	Prepare and adopt an Open Space Acquisition and Management Program.	To identify specific strategies such as property acquisition, open space districts, historic preservation programs, etc., which should be utilized to preserve specific privately owned properties as open space. Properties may include hillside, alluvial fan and agricultural parcels, as well as historic landmarks.	P6-1.1.1 P6-2.1.3 P6-2.1.4 P6-2.1.5	City Council; City Planning and Development Department; Park and Recreation Program Manager
4.0	Establish a "Cultural Resource Transmittal Agreement" with the Eastern Information Center at the University of California, Riverside.	To ensure compliance with the provisions of CEQA and other environmental statutes relative to the mitigation of adverse impacts to cultural resources.	P6-2.1.1	City Planning and Development Department; Eastern Information Center

TABLE EC-1 (continued)

	Implementation Measure	Purpose	Development Policy Reference	Key Participants
5.0	Identify and establish procedures for consulting with government agencies, Native American groups and archaeological societies on an as needed basis.	To utilize the expertise of these agencies, etc., for the review of development applications relative to cultural resource and plant and wildlife habitat preservation.	P6-2.1.1 P6-2.1.2 P6-3.1.1	City Planning and Development Department
6.0	Establish and incorporate development incentives in the City's Zoning Ordinance for the on-site preservation of cultural resources and plant and wildlife habitat areas as open space.	To facilitate the preservation of cultural resource and plant and wildlife habitat areas in original undisturbed locations through the use of density incentives, cluster development techniques, etc.	P6-2.1.5 P6-3.1.2	City Planning and Development Department
7.0	Implement and administer an Historical Preservation Ordinance.	To promote the preservation of historical structures and culturally significant landmarks.	P6-2.1.5	City Council; City Planning Commission; Planning and Development Department; La Quinta Historical Society; La Quinta Arts Foundation
8.0	Prepare and adopt a Water Efficient Landscape Ordinance.	To facilitate the conservation of water used in landscaping throughout the City.	P6-4.1.1	City Council; City Planning Commission; Planning and Development Department; CVWD; California Department of Water Resources
9.0	Revise applicable building codes mandating the use of low water using plumbing fixtures.	To promote the conservation of water through the reduction of indoor water use.	P6-4.1.4	Planning and Development Department; California Department of Water Resources

TABLE EC-1 (continued)

	Implementation Measure	Purpose	Development Policy Reference	Key Participants
10.0	Establish a "Water Conservation Awareness Day" and other public education water conservation programs.	To publicize the importance of water conservation in La Quinta.	P6-4.1.4	City Manager; Planning and Development Department; CVWD
11.0	Consolidate appropriate portions of the City Code for compliance with the Federal Clean Water Act.	To provide the City with a legal basis for implementing standards and programs which regulate stormwater quality.	P6-4.2.2	Public Works Department
12.0	Establish a stormwater quality monitoring and reporting system.	To identify the pollutants being discharged into the stormwater collection system in compliance with the Federal Clean Water Act.	P6-4.2.2	Public Works Department
13.0	Prepare and adopt an ordinance which minimizes erosion, sedimentation and pollution from construction-related activities.	To minimize soil erosion, pollution and sedimentation of the City's stormwater system.	P6-4.2.3 P6-5.1.3	Public Works Department; Planning and Development Department
14.0	Modify building codes to include energy performance standards for new construction.	To maximize the conservation of energy resources.	P6-6.1.1	Planning and Development Department; Imperial Irrigation District
15.0	Prepare a manual addressing energy efficient planning and building homebuilders and land of development design. To identify incentives the homebuilders and land of opers can utilize to minimal energy resource waste.		P6-6.1.1 P6-6.1.3	Planning and Development Department; Imperial Irrigation District

TABLE EC-1 (continued)

	Implementation Measure	Purpose	Development Policy Reference	Key Participants
16.0	Establish an "Energy Awareness" Program and other Public Education Programs.	To publicize the City's energy conservation efforts and to educate City residents of the benefits of conserving energy.	P6-6.1.2	Planning and Development Department; City Manager; Imperial Irrigation District
17.0	Prepare and adopt an ordinance which prohibits the discharge of hazardous and/or toxic substances into the groundwater aquifer.	To maintain the quality of groundwater serving the City of La Quinta.	P6-4.2.1	Public Works Department; Riverside County





1.0 Introduction

2.0 Land Use Element

3.0 Circulation Element

4.0 Ozen Space Bemont

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7.0
Infrastructure and Public Services Element

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Chapter 7 Infrastructure and Public Services Element

INTRODUCTION

The Infrastructure and Public Services Element of the La Quinta General Plan identifies and establishes the City's policy relative to the provision of utility, public safety, educational, and municipal facilities and services in the City. The following 14 infrastructure types and public services are addressed in this element:

- Potable Water
- Irrigation Water
- Sanitary Sewage
- Stormwater Drainage
- Natural Gas
- Electricity
- Telephone
- Solid Waste Disposal
- Law Enforcement
- Fire Protection
- Health Care
- City Administration
- Public Education
- Public Library

The purpose of the element is to establish official City policy which:

- Provides for a coordinated system of infrastructure and public services to adequately serve the City at full buildout.
- Identifies standards for infrastructure and public services relative to population, land use intensity and locational criterion.
- Identifies desired courses of action/strategies which provide the means to implement the community's infrastructure and public services policies.

The Infrastructure and Public Services Element is organized in the following manner:

- Existing Setting Provides a general overview of the existing infrastructure facilities and public services in La Quinta.
- Summary of Key Planning Issues Includes a brief discussion of the key planning issues which

- are addressed in the Infrastructure and Public Services Element.
- Infrastructure and Public Services Vision Statement – Includes a statement describing the future state of infrastructure and public services in La Quinta desired by the citizens and elected officials of the City. The development policies in the Infrastructure and Public Services Element are designed to bring this vision to fruition.
- Relationship to Other General Plan Elements – Includes a statement describing the relationship of the Infrastructure and Public Services Element to the other General Plan elements.
- Overview of the Infrastructure and Public Services Policy Diagrams – Includes a description of the Infrastructure Policy Diagram and Public Services Policy Diagram.
- Infrastructure and Public Services Element Goals, Objectives and Policies – Includes a description of the City of La Quinta's policy relative to the location, service area, and standards for infrastructure facilities and public services in the City.
- Infrastructure and Public Services
 Implementation Measures Includes a summary
 of the various actions, programs and strategies the
 City of La Quinta should take to implement the
 Infrastructure and Public Services Element goals,
 objectives and policies.

EXISTING SETTING

The existing infrastructure types and public services in La Quinta are described in the following text and analyzed in conformance with applicable standards and state legislation guidelines on Table IPS-1, City of La Quinta, Existing Infrastructure and Public Service Status.

TABLE IPS - 1 City of La Quinta, Existing Infrastructure and Public Service Status

A	B Existing Unit Demand ^(A)	C Total Existing Demand ^(B)	D Proposed and Committed Facilities ^(C)	E Typical Planning Standard ^(D)	F Demand Based on Typical Planning Standard ^(E)	G Existing Surplus/(Deficit) Based on Typical Planning Standard ^(F)
Infrastructure/ Public Service Type						
Potable Water	315 Gal/DU/Day 1,500 Gal/DU/Day ⁽²⁾	1.87 MGD 8.93 MGD	NA NA	315 Gal/DU/Day ⁽¹⁾ NA	1.87 MGD NA	NA NA
Sanitary Sewage	252 Gal/DU/Day ⁽¹⁾	1.49 MGD	NA	252 Gal/DU/Day(2)	1.49 MGD	NA
Solid Waste	13.92 lbs/Capita/Day	28,500 TY	NA	4.00 lbs/Capita/Day(3)	8,200 TY	NA ·
Law Enforcement	1.06 Deputies/1,000 Population ⁽⁵⁾	12 Personnel	NA	1.5 Deputies/ 1,000 Population ⁽⁴⁾	17 Personnel	(5 Personnel)
Fire Protection	0.35 Paid Firemen/1,000 Pop. ⁽⁶⁾	4 Personnel	NA	1.0 Paid Firemen/ 1,000 Population ⁽⁵⁾	11 Personnel	(7 Personnel)
City Administration	780 SF/1,000 Population	8,800 SF ⁽⁹⁾	31,000 SF	800 SF/1,000 Pop. (6)	8,900 SF	(100 SF)
Public Education						
Elementary School (Grades K-5)	1 Acre/54 Students (9 Acres/School)	3 Schools	0 Schools	(1 Acre/66 Students) (12 Acres/School) ⁽⁷⁾	NA	NA
Middle School (Grades 6-8)	1 Acre/17 Students ⁽¹⁰⁾ (17.5 Acres/School)	1 School	1 School	(1 Acre/49 Students) (20 Acres/School ⁽⁷⁾	NA	NA
High School (Grades 9-12)	NA NA	0 Schools	1 School	(1 Acre/37 Students) (70 Acres/School) ⁽⁷⁾	NA	NA
Public Library	0.18 SF/Capita 1.6 Volumes/Capita	2,065 SF [®] 18,000 Volumes	9,000 SF NA	0.5 SF/Capita ⁽⁸⁾ 1.2 Volumes/Capita ⁽⁸⁾	5,600 SF 13,460 Volumes	3,400 SF 4,540 Volumes

Notes to Table IPS-1"

- (A) Utilizes the existing total demand divided by the existing population of the City (11,215), existing dwelling units (5,950), or existing students (2,169).
- (B) Utilizes either the existing unit planning demand or the existing condition of the various infrastructure/public service type.
- (C) The proposed facilities which are planned and approved.
- Utilizes the most appropriate local, regional, state or national standard.
- (E) Produces the total demand for each infrastructure/public service type for the existing population (11,215) of the City.
- F) The difference between Column C and Column F.

Source: BRW, Inc.; May 1992.

- 1) Based on the sanitary sewer standard divided by 80 percent.
- (2) Coachella Valley Water District.
- (3) American Planning Association.
- (4) Riverside County Sheriff Department.
- (5) National Fire Protection Association.
- (6) Colorado Division of Impact Assistance.
- (7) Desert Sands Unified School District.
- 8) Riverside County (unadopted).
- (9) Temporary Space.

*MGD - Million Gallons per Day

*SF - Square Feet

*TY - Tons per Year



Potable Water

The potable water system of the City is operated and administered by the Coachella Valley Water District (CVWD) which extends service based upon approved designs and improvements constructed by the private developer. The CVWD assesses new development \$2,100 per connection to tap into the potable water distribution system. CVWD operates from a systemwide master plan that provides the City with potable water which is pumped from an underground aquifer through 13 wells located throughout the City. Wells range in depth from 500 to 900 feet. Potable water pumped to the surface is stored in three reservoirs located south of the Cove, one at Highway 111 and Adams, and one reservoir in the northeastern portion of PGA West. These five reservoirs provide high quality water to each pressure zone in the City. The potable water distribution system transports water to residential and commercial users via an underground system with lines ranging in size from 6 to 36 inches.

The City currently utilizes approximately 1.87 million gallons per day which is based on a demand of 315 gallons per dwelling unit per day (8.93 MGD when using CVWD's 1,500 Gal/DU/Day standard). Although the City is blessed with an abundance of ground water which is currently low priced, the CVWD is continuing to take preventative measures to conserve this precious resource for its existing and future customers through the use of a lush and efficient policy (i.e. drought tolerant landscaping that looks lush), a landscape review committee, and provision of a water management specialist.

The City currently requires a minimum water supply of 350 gallons per day for single family lots and 450 gallons per day for other types of lots (deliverable in a four hour period). The City also requires piped water systems and service connection standards (single family -5%" and multiple family lot -1") for residential development.

Irrigation Water

Irrigation water is provided by the CVWD and is supplied to the City via the Coachella Canal. The canal, which loops through the City on the west side of Lake Cahuilla County Park and PGA West, receives its supply of water from the Imperial Reservoir on the Colorado River north of Yuma, Arizona.

The canal water benefit district in the City extends north to Avenue 52 and west to Washington Street. Although the irrigation water conveyed from the Colorado River could be made potable with limited treatment, the existence of the vast, high quality underground water supply has relegated this source for use in irrigating golf courses, existing agricultural areas and for recharging the underground aquifer.

Sanitary Sewage

The sanitary sewage collection and treatment system for the City is operated and administered by the CVWD which extends service based upon approved designs and improvements constructed by the private developer. The CVWD assesses new development \$1,725 per equivalent dwelling unit (EDU) to provide comprehensive wastewater collection and treatment. Historically, private septic systems have been utilized to treat and dispose of wastewater, especially in the Cove. However, the recent construction of an 18-inch force main, connected to the Mid-Valley Water Reclamation Plant, will relieve the reliance on the use of septic systems for individual homes.

The City currently produces approximately 1.49 million gallons of sewage per day, with a majority treated onsite through septic tank systems. These individual sewer systems will be replaced over time as existing development will tap into the existing force main to convey the raw sewage to the Mid-Valley Water Reclamation Plant for treatment. The current capacity of the Mid-Valley Water Reclamation Plant is 4.35 million gallons per day (MGD). This facility serves numerous Coachella Valley communities including La Quinta. The CVWD has indicated that the sewage treatment plant can be expanded in the future to serve additional demand, including demand from La Quinta. It should be noted that the proximity and supply of potable water; the distance to the wastewater treatment facilities; the existing levels of sewage treatment; and availability of Colorado River water, currently preclude, from an economic feasibility standpoint, the treatment of sewage effluent to tertiary levels and reconveyance to La Quinta to irrigate large landscaped or turfed areas of the City.

Stormwater Drainage

The stormwater drainage system in the City is administered by the CVWD, which maintains and operates a comprehensive system to safely collect and transport flows through the City. The most substantial investment of drainage improvements to protect the City surrounds the Cove, where its proximity to the large, steep sloped and generally denuded drainage area of the surrounding Coral Reef and Santa Rosa Mountains requires significant protection measures.

The existing stormwater protection system for the Cove, which was funded by the City and constructed by the CVWD, collects and transports runoff along the western and eastern sides of the Cove. Stormwater generated on the western side of the Cove is diverted through the Upper Bear Creek Training Dike to the Upper Bear Creek Detention Basin. The flows are then conveyed by the Bear Creek Channel to the Oleander Reservoir (La Quinta Hotel Mountain Golf Course) before being transported to the Coachella Valley Stormwater Channel via the La Quinta Evacuation Channel. For the eastern side of the Cove, the Upper East La Quinta Channel conveys stormwater to the Calle Tecate Detention Basin, which then transports the flows to the Heritage Country Club Detention Basin before being diverted underground in a 60-inch storm drain within the alignment of Desert Club Drive, to outfall into the La Quinta Evacuation Channel. In addition, a 60-inch storm drain is also located under the Avenida Bermudas right of way to collect and transport stormwater generated within the Cove to the 60-inch underground conduit within the right of way of Desert Club Drive.

The City currently has only one all-weather bridge crossing at Washington Street and the Coachella Valley Stormwater Channel. The City has the ability to establish major thoroughfare and bridge benefit districts (Chapter 13.36 of the City Subdivision Code) pursuant to the authority contained in the Subdivision Map Act (Government Code Section 66484). The benefit district could be utilized to provide all-weather bridge crossings of the Coachella Valley Stormwater Channel, La Quinta Evacuation Channel and Coachella Canal. The benefit district could require the payment of fees by adjacent, and proximate landowners for bridge improvements.

Natural Gas, Electricity and Telephone Utilities

Other utilities that provide service to the City include natural gas, electrical power and telephone services. Natural gas service for the City is operated and administered by the Southern California Gas Company. In La Quinta the existing trunk system provides adequate service to the western developed area of the City, north of Calle Chihuahua, and the eastern area along Jefferson Street extending south to PGA West. Although the existing usage of natural gas in the City approximates 4.48 million therms per year (MTY), (one therm is equivalent to 100 cubic feet) for residential dwelling units, Southern California Gas Company has indicated that the future supply of

natural gas will meet the future demand generated by additional development in the City.

The electrical power supply for the City is operated and administered by the Imperial Irrigation District (IID). IID provides electricity generated by a steam plant in El Centro and hydro electric power generated by the All American Canal. The facilities which serve the overlapping grid network of the system include four substations located within the incorporated area along Washington Street, Dune Palms Road and Jefferson Street. The existing usage of electrical power in the City approximates 44.30 million kilowatt hours per year (MKHY). The IID has indicated that the future supply of electricity will meet the future demand generated by additional development in the City.

The City regulates the location and installation of electrical lines and equipment through its subdivision code (Chapter 13.48). A letter to summarize the arrangements between the IID and Public Works Director is required to confirm the adequacy and provisions of the extended facilities.

Telephone service for the City is operated and administered by the General Telephone Company (GTC). The facilities which serve the City provide service to all developed areas of La Quinta through the provision of both overhead and underground lines.

The City regulates the location and installation of telephone lines and equipment through its subdivision code (Chapter 13.48). A letter to summarize the arrangements between the GTC and the Public Works Director is required to confirm the adequacy and provisions of telephone facilities.

Solid Waste Disposal

The solid waste collection and disposal services for the City are operated and administered by Waste Management of the Desert, which transports non-hazardous, mixed municipal solid waste to three landfills located in the Coachella Valley. The City currently produces approximately 28,500 tons of solid waste annually, of which 13 percent is diverted from the waste stream through curbside recycling, composting and source reduction. The largest waste types generated in La Quinta include green waste (i.e. grass clippings, etc.) (33 percent), inert solids (i.e rocks, concrete) (20 percent), wood wastes (12 percent) and paper products (12 percent).

In order to promote change in waste management practices, California Assembly Bill 939 was passed AB 939 gives increased on January 1, 1990. responsibility to cities and counties to plan for and accomplish high levels of waste diversion by requiring Source Reduction and Recycling Elements (SRRE) and Household Hazard Waste Elements (HHWE) that are included in a County-wide Integrated Waste Management Plan. AB 939 requires that the waste streams of cities and counties be diverted from landfills by 25 percent by the year 1995 and 50 percent by the vear 2000. CVAG cities have prepared one regional SRRE and HHWE, with each city completing its own solid waste generation study and establishing its own goals, objectives, and funding strategy.

Law Enforcement

Law enforcement services are provided to the City through a contract with the Riverside County Sheriff Department. The Sheriff Department extends service to the City from existing facilities located in the City of Indio. The existing agreement between the City and Sheriff Department provides protection on a 24-hour basis, seven days per week. The Department utilizes seven patrol deputies which provide five minute response times throughout the City. Two additional deputies which comprise its target team, are also contracted by the City and work 40 hours each. The Sheriff Department utilizes a standard of 1.5 deputies/1,000 population to adequately serve the City. However, the City is currently under-served by approximately five personnel, based on this standard.

Fire Protection

Fire protection service is provided to the City by the Riverside County Fire Department. The Fire Department administers two stations in the City. One facility (Station #32) on Avenue 52, west of Washington Street, and another facility (Station #70) at the intersection of Madison Street and Avenue 54. The Fire Department also operates four additional stations in surrounding communities which results in overlapping service areas. The Department currently exhibits an Insurance Services Office (ISO) public protection class rating of four, based on a descending scale from one to ten, with first-in-response times ranging from two to six minutes. The ISO established it's rating system based on the provision of manpower/staffing, communication facilities, water system for suppression, automatic sprinkler/alarm systems, response times, and building standards. Paramedic service is provided to the City by Springs Ambulance Service which is located at Station #70 in La Quinta. Based upon a generally accepted standard of one paid fireman/1,000 population, the City is currently under-served by approximately seven personnel. The Fire Department has indicated that a need exists for a third station in the City north of Highway 111 between Washington and Jefferson Streets.

Health Care

Comprehensive health care services are provided in the City through JFK Memorial Hospital, located in Indio; and the Eisenhower Immediate Care Facility located at the Plaza La Quinta. In the near future, this facility will be named the Eisenhower at La Quinta health care facility and is planned to be relocated to the northeast Corner of Avenue 48 and Washington The Eisenhower Immediate Care Center provides out patient surgery, x-ray, laboratory, imaging and immediate (non-critical) care services. Generally accepted health care standards promulgated by the American Medical Association recommend one doctor per 3,500 residents, which would require the provision of three doctors in La Quinta. The Eisenhower at La Quinta Center will include five doctors which, when coupled with personnel and facilities at JFK Hospital. provides adequate health care service for La Quinta.

City Administration

City administration facilities in La Quinta includes offices located in the Village for six of the nine City departments (i.e., Mayor and City Council, City Manager, City Clerk, Finance Department, Planning and Development Department, Engineering and Public Works Department) and a satellite facility located on Avenue 52 which provides space for Animal Control. Building and Safety, Streets Division and Parks Maintenance. The City utilizes a standard of 800 square feet of space/1,000 population for the provision of facilities to serve the City. Based on this standard the City is currently under-served by 100 square feet. However, a new municipal complex currently under construction at the southwest corner of Calle Tampico and Washington Street will add approximately 31,000 square feet. The complex will provide space for City administration and staff, the arts foundation, and a senior center. This new facility will provide adequate space for City functions well into the future to serve a growing population.

The City of La Quinta currently utilizes an adopted policy to assess infrastructure fees for future development within the City. Resolution No. 87-37

was adopted in August 1987 and provides the impact fee structure requirements for the following:

- Public Buildings
- Public Safety Buildings
- Recreational Facilities
- Bridges
- Major Thoroughfares
- Traffic and Pedestrian Signals

Public Education

The public education needs of the City are provided by two public school districts which include the Desert Sands Unified School District (DSUSD) and the Coachella Valley Unified School District (CVUSD). The Coachella Valley also contains several private schools administered by religious or other private entities that are attended by La Quinta school children. The boundary between the two districts extends south on Jefferson Street, from Avenue 48, and west on Avenue 58. The existing public schools located in the City within the DSUSD include John Adams Primary School, Bermuda Dunes Elementary School, Harry Truman Intermediate School (temporary) La Quinta Middle School. In addition to these facilities, the City also maintains an adjacent community center which provides child care services. No existing public schools are administered by the CVUSD in La Quinta. The majority of the approximately 2,169 existing public school students reside in the Cove and the northern portion of the City.

Based on location of existing schools and the provision of proposed schools to be located in the City, La Quinta appears to be adequately served even though some facilities are not proximate to the neighborhoods where many of the students reside.

In an effort to augment the State School Construction Program to fund new facilities, renovate existing facilities, and add more comprehensive curricula and specialized programs, the state passed Assembly Bill 1600 (AB 1600) in January, 1989. The legislation provides the requirements and procedures for establishing, increasing and imposing development At the time of adoption of AB 1600, the authorized development fees were set at a rate not to exceed \$1.50 per square foot of assessable residential space and \$0.25 per square foot of chargeable, covered and enclosed commercial or industrial space. Pursuant to Section 65995 (b) of the California Government Code these fees are to be increased, to adjust for inflation, by the State Allocation Board every two years beginning in 1990. The two school districts

estimate that these fees will only provide approximately 25 percent of the funding necessary to construct, maintain and improve public education facilities.

Public Library

The City is served by a public library located in the Village which is administered by the Riverside County Library System. The existing facility contains approximately 2,065 square feet and includes approximately 18,000 volumes. The County utilizes an unadopted standard of 0.5 square feet per capita and 1.2 volumes per capita to serve the City. Based on this standard, the City is currently under–served in space, but contains a surplus of volumes. However, a new 9,000 square foot facility is planned as a component of the municipal complex. The additional facility will provide adequate library space to satisfy the literary needs of the community well into the future.

SUMMARY OF KEY PLANNING ISSUES

The following key infrastructure and public service issues are addressed in the policies of the Infrastructure and Public Services Element.

- A potable water distribution system should be extended to all existing and future residents of the City.
- Utility resources should be conserved utilizing a variety of feasible strategies.
- A comprehensive wastewater collection and treatment system for all development in the City should be installed. The use of individual private septic systems in the City should be phased out.
- The City should be protected from the impacts caused by the 100-year flood. Increased vehicular accessibility on major streets and bridges should be provided during severe storm events.
- Curbs and gutters should be provided on roads to collect and convey storm and nuisance water to appropriate stormwater drainage facilities.
- The undergrounding of utilities within roadway rights-of-way or existing easements should be required for new development, as well as redevelopment projects in the City.
- The potential to utilize creative financing techniques in the provision of utility facilities and services, for economic development purposes should be evaluated.

- · Adequate levels of law enforcement and fire protection facilities and service should maintained.
- Adequate levels of health care services and facilities should be provided in reasonable proximity to City residents.
- Public elementary schools should be provided in close proximity to residential areas to facilitate safe pedestrian access for school children.
- Additional opportunities should be provided for adults to achieve higher levels of education in the community.
- The provision of adequate funds to augment existing public school facilities should be addressed utilizing a variety means.
- A centralized location and adequate facilities for public library facilities should be provided in La Quinta.
- Adequate and centralized municipal space and facilities should be provided to effectively serve the
- The recycling, reduction and reuse of waste generated in the City should be supported in the
- The frequent collection of solid waste and adequate disposal should be provided to keep the City clean and disease free.

INFRASTRUCTURE AND PUBLIC SERVICES VISION STATEMENT

An Infrastructure and Public Services Vision Statement based on the key issues and desires of the citizens and elected officials of the City of La Quinta is presented below. The development policies included in this Infrastructure and Public Services Element are designed to bring this vision to fruition.

"The City of La Quinta's vision of the future for infrastructure and public services recognizes the importance of a functional, efficient and cost effective system of infrastructure and public services and its linkage to a high quality of life. These infrastructure facilities and public services including potable water, sanitary sewage and storm water collection, electrical, natural gas and telephone, law enforcement, fire protection, health services, educational facilities. government services, and solid waste collection and disposal must be provided and maintained at adequate levels to meet the needs and desires of La Quinta citizens."

The infrastructure/public services standards, existing demands and buildout requirements are presented on Table IPS-2, City of La Quinta, Infrastructure and Public Service Requirements at Buildout. This table should be reviewed and updated annually to assess existing standards, incorporate the incremental increase to the existing infrastructure network and to identify locations for additional public service and facility improvements located in the City.

The development policies and standards described in the Infrastructure Policy Diagram and Public Services Policy Diagram are the basis for Figures IPS-1 and IPS-2, respectively. These two diagrams should be used in combination with the written development policies, standards and other guidelines in the text of the Infrastructure and Public Services Element.

The information presented on the Infrastructure Policy Diagram and Public Services Policy Diagram has been generally located to aid in identification. The City of La Quinta Planning and Development Department staff, Planning Commission and City Council, in coordination with the appropriate utility or public service provider, shall determine the future location and demarcation of facility boundaries when the exact location cannot be determined on the Infrastructure Policy Diagram or Public Services Policy Diagram.

The delineation of infrastructure facilities and public service providers presented on the Infrastructure Policy Diagram and Public Services Policy Diagram are intended to be general in nature. Their location is not intended to denote specific easements, rights of way or parcel boundaries. California statutes require consistency, not identical boundary conformity, between the General Plan and the zoning of land within the City.

INFRASTRUCTURE AND PUBLIC SERVICES ELEMENT GOALS, OBJECTIVES AND POLICIES

The City of La Quinta's official development policies related to infrastructure and public services are presented below. In the context of this General Plan, development policies include goals, objectives, policies and standards based on the following general definitions.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Infrastructure and Public Services Element is one of eight elements in the La Quinta General Plan. The Infrastructure and Public Services Element correlates all of the public safety, municipal, educational and utility facility and service issues into a coherent set of development policies. The basis for the infrastructure and public services needs is the Land Use Policy Diagram. The locations of needed infrastructure and public services are correlated with all of the General Plan Elements, including the Land Use, Circulation, Park and Recreation, Environmental Hazards, and Environmental Conservation Elements. The goals, policies, standards and proposals within this element shall relate directly to, and shall be consistent with all other General Plan Elements.

OVERVIEW OF THE INFRASTRUCTURE AND PUBLIC SERVICES POLICY DIAGRAMS

The graphic depiction of the City of La Quinta's official policy relative to infrastructure and public services is presented on Figure IPS-1, *Infrastructure Policy Diagram*, and Figure IPS-2, *Public Services Policy Diagram*. These diagrams illustrate the type and location of the existing services as well as the conceptual locations for future facilities necessary to serve the City at full buildout. The timeframe for buildout is not definitively known but is anticipated to be 25-30 years in the future.

The infrastructure facilities and public services illustrated on the Infrastructure Policy Diagram and Public Services Policy Diagram include existing utility systems and public services which currently serve the City; conceptual locations for proposed utility linkages; and conceptual locations for additional public services necessary to serve the City at full buildout, based on the Land Use Policy Diagram. The exact sizing and location of future infrastructure extensions will be determined in the future, subsequent to more detailed planning.

GOAL

A concise statement which describes a desired condition to be achieved. A goal is generally not quantifiable, time-dependent or suggestive of specific actions for achievement. Goals are expressed as ends, conditions or states.

Objective

A specific end, condition or state that is an intermediate step toward attaining a goal. An objective should be achievable and, when possible, measurable and time- specific.

Policy

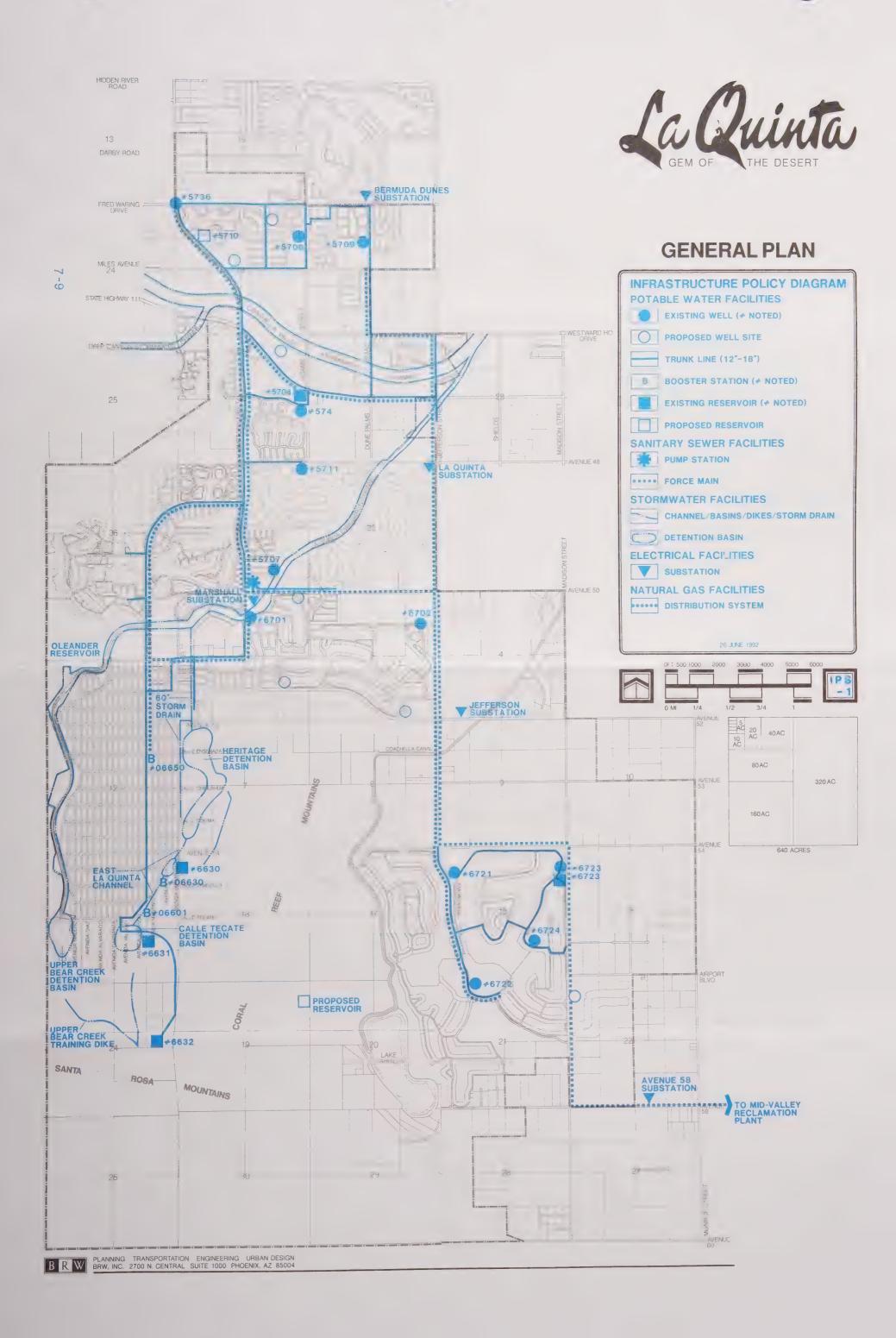
A specific statement which guides decision-making. A policy is clear and unambiguous and is based on the General Plan's goals and objectives, as well as the analysis of data.

Standard

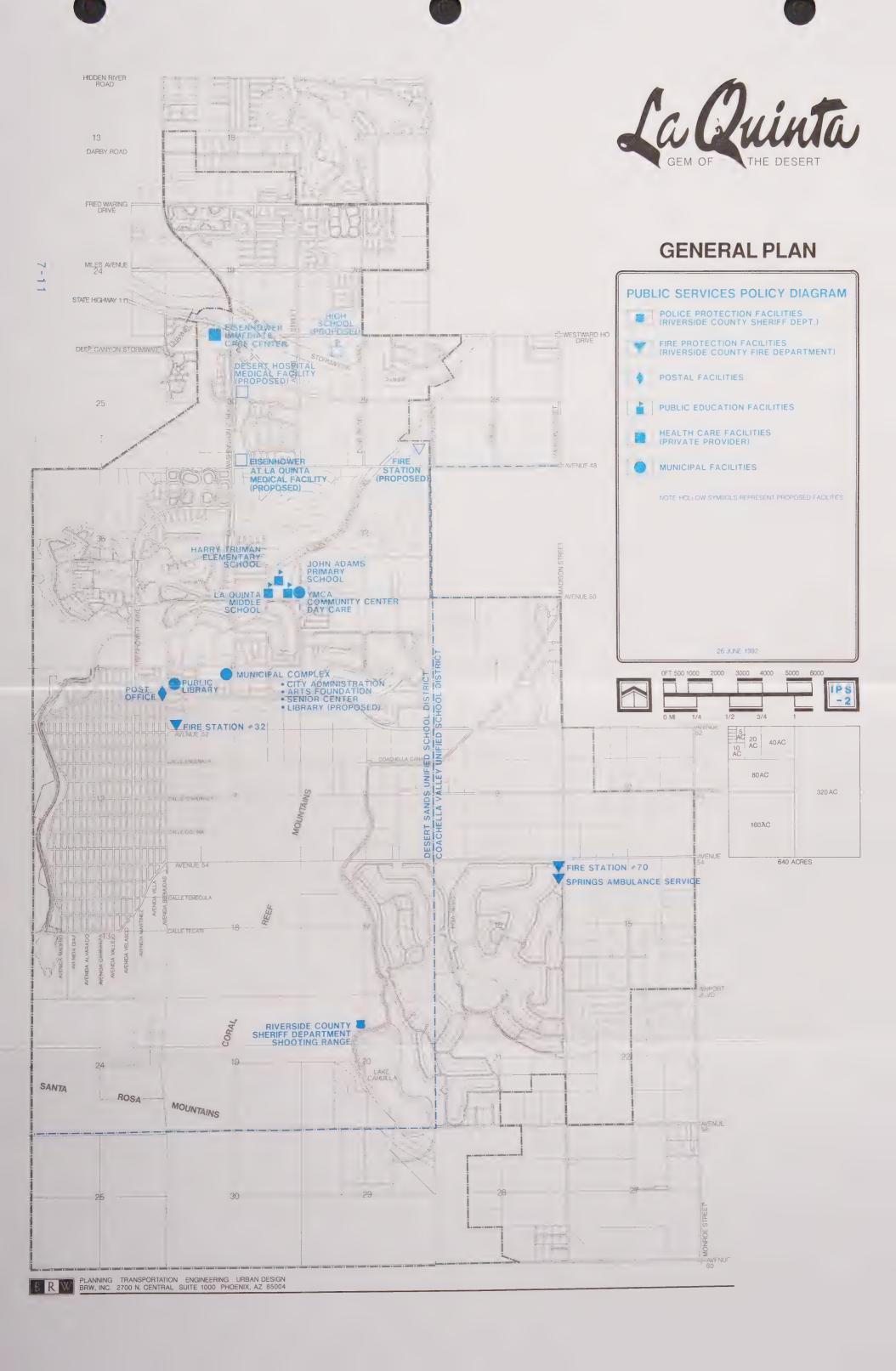
A rule or measure establishing a level of quality or quantity which must be complied with or satisfied. Standards define the abstract terms of goals, objectives and policies with concrete specifications.

These development policies are established to guide the provision of adequate infrastructure and public services in the future. Development policies by topical area (e.g., infrastructure systems and public facilities) are presented on the following pages.

• Background – The public services identified on the Public Services Policy Diagram include police protection facilities, fire protection facilities, postal facilities, public education facilities, health care facilities and municipal facilities. The Infrastructure Policy Diagram includes potable water facilities, wastewater facilities, stormwater facilities, electrical facilities and natural gas facilities. The existing and proposed public service and infrastructure system types are presented on Table IPS-2, City of La Quinta, Infrastructure and Public Service Requirements at Buildout. Table IPS-2 should be used in conjunction with the following development policies.







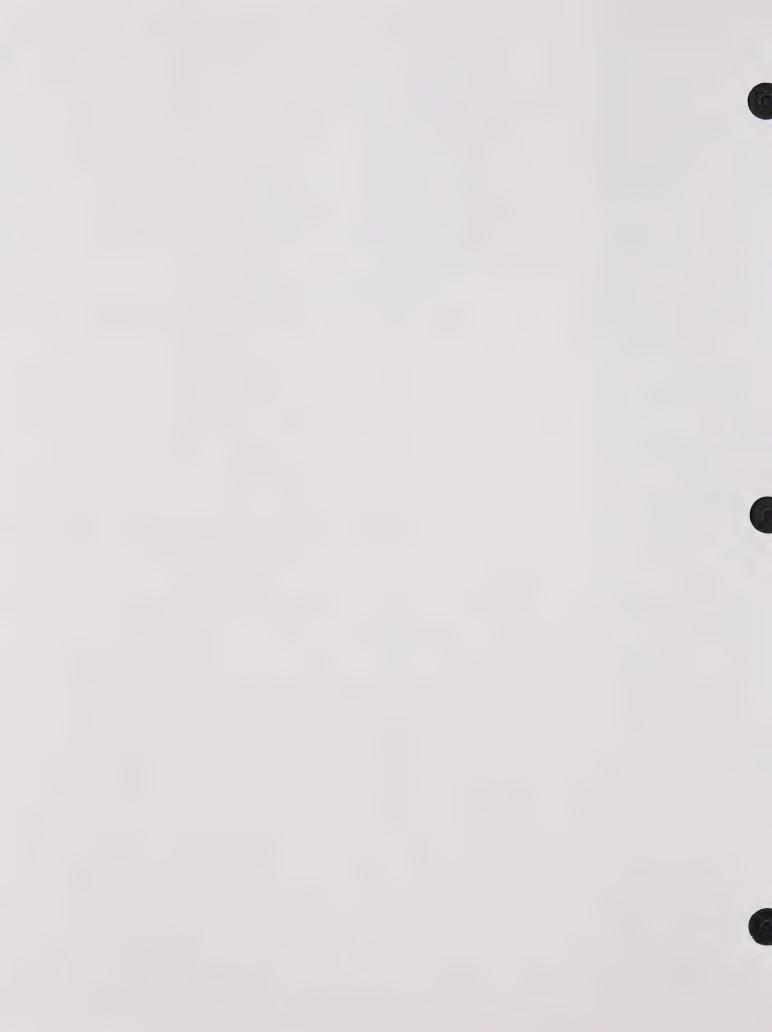


TABLE IPS - 2 City of La Quinta, Infrastructure and Public Service Requirements at Buildout

A	В	С	D	Е
Infrastructure/ Public Service Type	Planning Standard ^(A)	Existing Demand ^(B)	Buildout Requirement ^(C)	Incremental Requirement ^(D)
Potable Water	315 Gal/DU/Day ⁽¹⁾ 1,500 Gal/DU/Day ⁽²⁾	1.87 MGD* 8.93 MGD	9.84 MGD 46.86 MGD	7.97 MGD 37.93 MGD
Sanitary Sewage	252 Gal/DU/Day(2)	1.49 MGD*	7.87 MGD	6.83 MGD
Solid Waste	4.00 lbs/Capita/Day(3)	8,200 TY*	45,356 TY	35,156 TY
Law Enforcement	1.5 Deputies/1,000 Population(4)	17 Personnel	90 Personnel	73 Personnel
Fire Protection	1.0 Paid Fireman/1,000 Population(5)	11 Personnel	60 Personnel	49 Personnel
City Administration	800 SF/1,000 Population ⁽⁶⁾	8,900 SF	47,800 SF	38,900 ⁽⁹⁾ SF
Public Education				
Elementary Schools	1 Acre/66 Students ⁽⁷⁾ 12 Acres/School	5 Schools	10 Schools/120 Acres	5 Schools/60 Acres
Middle Schools	1 Acre/49 Students ⁽⁷⁾ 20 Acres/School	2 Schools	2 Schools/40 Acres	NA
High Schools	1 Acre/37 Students ⁽⁷⁾ 70 Acres/School	1 School	1 School/70 Acres	NA
Public Library	0.5 SF/Capita ⁽⁸⁾ 1.2 Volumes/Capita ⁽⁸⁾	5,600 SF 13,460 Volumes	29,700 SF 71,270 Volumes	24,100 ⁽¹⁰⁾ SF 57,810 Volumes

Notes to Table IPS-2:

- (A) Utilizes the most appropriate local, regional, state, or national standard.
- (B) Based on the standards in Column A and the existing population of the City (11,215).
- (C) Based on a buildout population of 59,800 and 31,463 dwelling units for La Quinta.
- (D) Based on the difference of the existing demand (Column C) and buildout condition (Column D).

- (1) Based on the Sanitary Sewage Standard divided by 80 percent
- (2) Coachella Valley Water District
- (3) American Planning Association
- (4) Riverside County Sheriff Department
- (5) National Fire Protection Association
- (6) Colorado Division of Impact Assistance
- (7) Desert Sands Unified School District
- (8) Riverside County (Unadopted)
- (9) Does not account for the new 31,000 SF Municipal Complex
- (10) Does not account for the new 9,000 SF Library to be included with the Municipal Complex

Source: BRW, Inc.; May 1992.

GOAL 7-1

Public and private utilities and stormwater drainage improvement which adequately meet the needs of the City of La Quinta at buildout.

Objective 7-1.1

The City shall utilize a variety of means to ensure that adequate potable water supplies and facilities are provided to all residential and nonresidential development in the community.

Policy 7-1.1.1

The City shall coordinate with the Coachella Valley Water District (CVWD) to ensure the provision of a perpetual supply of potable water to all La Quinta residents until such time that City provided service is more economical or better serves its residents.

Policy 7-1.1.2

The City shall coordinate planning efforts with the CVWD to identify priority areas in the City for potable water facility expansion and upgrading.

Policy 7-1.1.3

The City shall require that new development provide adequate potable water infrastructure facilities that will connect with the main potable water distribution system.

Policy 7-1.1.4

The City and CVWD shall continue to coordinate the formation and administration of improvement districts to replace undersized, unlined and under pressurized pipes: and to expand potable water production and conveyance capacity to increase potable water output.

Policy 7-1.1.5

The City shall coordinate with the CVWD and the Riverside County Fire Department to ensure that potable water distribution facilities are adequately sized to accommodate fire flow requirements.

Policy 7-1.1.6

The City shall coordinate with the CVWD to assess connection fees to provide development with adequate potable water distribution facilities and an assured water supply.

Policy 7-1.1.7

The City shall coordinate with the CVWD in water conservation efforts to reduce the amount of potable water utilized by City residents. Such efforts shall be consistent with the Environmental Conservation Element of the General Plan.

Policy 7-1.1.8

The City shall coordinate with the CVWD to evaluate strategies to increase the amount of recharge to the underground aquifer through the use of site design techniques, turf and agricultural irrigation methods, and the utilization of tertiary treated wastewater or lower quality potable water.

Policy 7-1.1.9

The City shall require the dedication of real property within a proposed development for required water facilities to serve the development.

Policy 7-1.1.10

The City shall coordinate with CVWD to develop standards for the sensitive integration of potable water facilities, such as pump stations, well sites, water reservoirs, etc. within the City. Such standards may include buffering from adjacent development. screening of facilities, provision of access for maintenance, and integration within the desert landscape areas, etc.

Objective 7–1.2

The City shall utilize alternative means to ensure that adequate sewage collection and treatment facilities are provided to all residential and nonresidential development in the community.

Policy 7-1.2.1

The City shall coordinate with the Coachella Valley Water District (CVWD) to ensure the provision of a comprehensive sewage collection and treatment system until such time that City provided service is more economical or better serves its residents.

Policy 7-1.2.2

The City shall coordinate with the Coachella Valley Water District (CVWD) to ensure the provision of new and retrofitted connections to its existing force main which links with the Mid-Valley Water Reclamation Plant.

Policy 7-1.2.3

The City shall coordinate planning efforts with the CVWD to identify priority areas in the City for sanitary sewage collection, facility expansion, and upgrading.

Policy 7-1.2.4

All new development shall tap into the City-wide sewage collection system prior to the issuance of a Certificate of Occupancy by the City.

Policy 7-1.2.5

The City shall require any new on-site wastewater collection and disposal facilities serving existing development be properly sized and maintained to adequately dispose of sewage in a manner which is not detrimental to the health of City residents. Furthermore, such disposal systems shall be capped at the earliest possible time or when connection to the City-wide sewage collection system occurs.

Policy 7-1.2.6

The City shall continue its policy of encouraging the assemblage of residential lots in the Cove to provide adequate areas for septic tank leach fields and to reduce the generation of sewage in areas currently unserved by the City-wide sewage collection and treatment system.

Policy 7-1.2.7

The City and CVWD shall continue to coordinate the formation and administration of improvement districts to provide adequately sized collection pipes and connections to the main City-wide wastewater collection and treatment system.

Policy 7-1.2.8

The City shall coordinate with the CVWD to assess connection fees to provide existing and new development with a comprehensive wastewater collection and treatment system.

Policy 7-1.2.9

The City shall evaluate the feasibility of utilizing tertiary treated wastewater or stormwater to provide large, water-based recreation amenities (i.e., lakes for golf courses) and to irrigate expansive turf and landscaped areas.

Objective 7-1.3

The City shall utilize alternative means to ensure the provision of adequate stormwater collection, retention/ detention and conveyance facilities necessary to protect the community from stormwater damage.

Policy 7-1.3.1

The locations of watercourses and stormwater flood control facilities necessary to serve the City at buildout shall be identified on the Infrastructure Policy Diagram. The locations of such facilities shall be consistent with the Land Use Policy Diagram in the Land Use Element and the Environmental Hazards Policy Diagram in the Environmental Hazards Element of the General Plan.

Policy 7-1.3.2

Development within watercourses and stormwater facilities shall be limited to primarily recreational uses such as golf courses, playfields and other similar types of uses which are compatible with periodic inundation by stormwater.

Policy 7-1.3.3

The City shall coordinate with the Coachella Valley Water District to ensure the proper location, function and capacity of stormwater facilities to protect the City.

Policy 7-1.3.4

The City shall coordinate with the CVWD to prepare a Drainage Master Plan, based on the full buildout of the City to ascertain the facilities needed to protect the City and the fees necessary to finance incremental storm water facility improvements.

Policy 7-1.3.5

The City shall require that new development provide adequate on and off-site stormwater collection and detention/retention facilities to contain and convey stormwater to the La Quinta Evacuation Channel and the Coachella Valley Stormwater Channel.

Policy 7-1.3.6

The City and CVWD shall continue to coordinate the formation and administration of improvement districts to provide adequate collection, detention/retention facilities and conveyance to protect existing and future development.

Policy 7-1.3.7

Except in areas affected by the Rural Residential overlay, as identified on the Land Use Policy Diagram in the Land Use Element, the City shall require all existing and future development to provide curbs at the edge of all roadway pavement to provide maximum carrying capacity, using a minimum rise, to safely collect and transport street stormwater runoff to catch basins or other stormwater conveyance facilities prior to achieving carrying capacity. Areas within the Rural Residential Overlay shall provide for stormwater protection as specified by the City Engineer.

Policy 7-1.3.8

The City shall seek to reduce the existing boundaries of the 100-year floodplain, as defined by the Federal Emergency Management Agency (FEMA), to reduce the costs of development, structural insurance, flood hazards and to increase the amount of non-flood impacted, developable land in La Quinta.

Policy 7-1.3.9

The City shall require the dedication and/or reservation of real property, as necessary, to allow for open and closed storm drainage facilities to safely contain and convey the stormwater generated by the development.

Objective 7-1.4

The City shall utilize alternative means to ensure the adequate provision of natural gas, electrical, cable television and telecommunications facilities to serve the domestic and commercial needs of the community.

Policy 7-1.4.1

The City shall coordinate with the Southern California Gas Company to ensure the perpetual delivery and accessibility of natural gas to serve all La Quinta residents.

Policy 7-1.4.2

The City shall coordinate with the Imperial Irrigation District (IID) for the proper siting of needed electrical facilities for the perpetual delivery and affordability of electricity to serve all La Quinta residents.

Policy 7-1.4.3

The City shall require the under-grounding of all existing and proposed overhead electrical lines, less than 12.5 kilovolts, to enhance the visual quality of the City.

Policy 7-1.4.4

The City shall investigate, in conjunction with the IID the short and long term effects of electromagnetic fields (EMF) produced by high voltage electrical facilities. The results of the investigation shall be considered when granting land use approvals relative to the future siting of new electrical substations and new development adjacent to existing high voltage electrical facilities.

Policy 7-1.4.5

The City shall coordinate with the IID to evaluate alternative energy sources to augment traditional forms of energy production and usage.

Policy 7-1.4.6

The City shall coordinate with the IID to identify the locations of future high voltage corridors and to identify permitted uses, standards for development and the provision of access within existing and future corridors.

Policy 7-1.4.7

The City shall coordinate with the General Telephone Company to ensure comprehensive, uninterrupted communication facilities and service for La Quinta residents.

Policy 7-1.4.8

The City shall require that all new development and redevelopment projects be served with underground communication facilities.

Policy 7-1.4.9

The City shall continue to coordinate with cable television providers to execute franchise agreements to serve the City with additional television programming.

Policy 7-1.4.10

The City shall coordinate with the Imperial Irrigation District, Southern California Gas Company and General Telephone Company to develop standards for the sensitive integration of natural gas, electrical and telecommunications facilities within the City. Such standards may include buffering from adjacent development, screening of facilities, provision of

access for maintenance, and integration within desert landscape areas, etc.

Objective 7-1.5

The City shall foster programs to divert and reduce waste generated in La Quinta.

Policy 7-1.5.1

The City shall coordinate with the waste hauler to provide economical and environmentally safe collection, transfer and related waste management services.

Policy 7-1.5.2:

The City shall coordinate with the Riverside County Waste Management Department and Coachella Valley Association of Governments (CVAG) and the waste hauler to achieve the goals and programs in the Source Reduction and Recycling Element and Household Hazardous Waste Element to maximize the extended use of existing landfills serving the City.

Policy 7-1.5.3:

The City shall continue to coordinate with the waste hauler and Riverside County Waste Management Department to sponsor an annual clean up day to reduce the litter, blight and household hazardous waste in the City.

GOAL 7-2

Adequate law enforcement and fire protection extended to all citizens and businesses in La Quinta.

Objective 7-2.1

The City shall ensure that adequate law enforcement, public safety and protection services are provided within the community to all residents and businesses.

Policy 7-2.1.1

The City shall coordinate with Riverside County to provide a high level of law enforcement to the City until such time that City provided service is more economical or better serves its residents.

Policy 7-2.1.2

The City shall achieve a high standard of police protection to adequately serve the City at full buildout.

Policy 7-2.1.3

The City shall communicate with the Riverside County Sheriff Department to develop and implement anticrime programs, such as neighborhood watch programs, drug abuse resistance education programs, youth gang-alternative programs, etc.

Objective 7-2.2

The City shall ensure that adequate fire protection facilities and emergency medical services are provided throughout the community.

Policy 7-2.2.1

The City shall adopt the Riverside County Fire Protection Plan to assist in achieving a high standard of fire protection to adequately serve the City at full buildout.

Policy 7-2.2.2

The City shall coordinate with the Riverside County Fire Department to provide an adequate level of fire protection to the City through periodic review of its Fire Protection Plan until such time that City provided service is more economical or better serves its residents.

Policy 7-2.2.3

The City shall work with Riverside County to reduce the Insurance Services Office (ISO) rating to increase building safety and reduce insurance premiums for building owners of the City.

Policy 7-2.2.4

The City shall coordinate with the Riverside County Fire Department and CVWD to ensure the provision of adequate water pressure and automatic sprinkler devices to suppress fires in the City.

Policy 7-2.2.5

The City shall coordinate with the Riverside County Fire Department to evaluate the siting of a third station in La Quinta near Highway 111.

Policy 7-2.2.6

The City shall communicate with Health Care Providers to provide proximate, comprehensive health care facilities for City residents.

Policy 7-2.2.7

The City shall work with Emergency Medical Service Providers to ensure the provision of emergency transport and paramedic services in the City.

GOAL 7-3

Educational, governmental and community service facilities provided at adequate levels to ensure a high quality of life in La Quinta.

Objective 7-3.1

The City shall ensure the provision of adequate educational, library and community center facilities in La Quinta.

Policy 7-3.1.1

The Public Services Policy Diagram shall identify the locations of educational, library and community center facilities required to meet the demands of the City at buildout. The locations of such facilities shall be consistent with the Land Use Policy Diagram in the Land Use Element of the General Plan.

Policy 7-3.1.2

The City shall coordinate with the Desert Sands Unified School District (DSUSD) and Coachella Valley Unified School District (CVUSD) to provide high quality education and recreation facilities proximately located to residential areas containing the largest proportion of students in the City.

Policy 7-3.1.3

The City shall ensure that an adequate number of elementary schools are provided with appropriate facilities and personnel to ensure the provision of a quality education for all La Quinta children at buildout.

Policy 7-3.1.4

The City shall ensure that an adequate number of middle schools are provided with appropriate facilities and personnel to ensure the provision of a quality education for all La Quinta teenagers at full buildout.

Policy 7-3.1.5

The City shall ensure that an adequate number of high schools are provided with appropriate facilities and personnel to ensure the provision of a quality education for all La Quinta young adults at full buildout.

Policy 7-3.1.6

The City shall coordinate with the DSUSD and CVUSD in the assessment of new development to determine its impact and mitigation on the existing public education facilities in La Quinta.

Policy 7-3.1.7

The City shall enter into development agreements, when deemed advantageous to the City, with the DSUSD or CVUSD to assist in the purchase of land for recreation purposes, provision of recreation facilities, or ongoing maintenance to increase the Neighborhood and Community Park acreage and facilities for school students and to provide improved park space and activities for the public during non-school hours.

Policy 7-3.1.8

The City shall require the reservation (with a future right to purchase) of real property, pursuant to the master plan of the applicable school district, for the provision of necessary public educational facilities.

Policy 7-3.1.9

The City shall coordinate and communicate with the local post graduate institutions (i.e. College of the Desert, Chapman College and National University) and the DSUSD and CVUSD to locate satellite classes in local district facilities to provide proximate educational opportunities for City residents.

Policy 7-3.1.10

The City shall coordinate with the Riverside County Library System to provide adequate space and facilities to serve the literary and educational needs of La Quinta residents.

Policy 7-3.1.11

The City shall ensure that adequate library space and volumes are available to satisfy the literary needs of its residents at buildout.

Policy 7-3.1.12

The City shall coordinate with the Riverside City/County Library System to provide future facilities in the northern and/or southeastern portions of the

incorporated area to provide proximate facilities for all City residents.

Policy 7-3.1.13

The City shall ensure the provision of adequate public meeting space and facilities are provided for citizens of all ages, including senior citizens and young people.

Objective 7-3.2

The City shall ensure the provision of adequate municipal governmental facilities in La Quinta.

Policy 7-3.2.1

The Public Services Policy Diagram shall identify locations of municipal government facilities required to meet the demands of the City at buildout. The locations of such facilities shall be consistent with the Land Use Policy Diagram in the Land Use Element of the General Plan.

Policy 7-3.2.2

The City shall provide adequate, centralized space and facilities to efficiently manage and operate the City.

Policy 7-3.2.3

The City shall ensure that adequate administration space and facilities are provided to serve the City at full buildout.

Policy 7-3.2.4

The City shall prepare a multi-year Capital Improvement Program (CIP) to prioritize needed improvements within La Quinta on an annual basis.

INFRASTRUCTURE AND PUBLIC SERVICES IMPLEMENTATION MEASURES

The various actions, programs and strategies the City should take to implement the goals, objectives and policies of the Infrastructure and Public Services Element are presented on Table IPS-3, City of La Quinta, Infrastructure and Public Services Element Implementation Measures.

 Implementation Measure – Includes a description of the action, program and/or strategy which implements the Infrastructure and Public Services Element development policies.

- Purpose Identifies the intent and purpose of accomplishing the implementation measure.
- Development Policy Reference Identifies the particular development policy the measure is implementing.
- Key Participants Identifies the appropriate public and private body, agency, group individuals or volunteers responsible to complete the implementation measure.

TABLE IPS-3

City of La Quinta, Infrastructure and Public Services Implementation Measures Development

Implementation Measure		Purpose	Policy Reference	Key Participants
1.0	Create and Administer Additional Redevelopment Improvement Districts in La Quinta	To improve the function of potable water conveyance, distribution and fire suppression; sewage collection and treatment; stormwater collection and conveyance and floodplain designated areas (particularly in the Cove).	O7-1.1 P7-1.1.2 P7-1.1.4 P7-1.1.5 P7-1.2.3 P7-1.2.7 P7-1.3.6 P7-1.3.9	Coachella Valley Water District; Public Works Department
2.0	Prepare a Feasibility Study to Evaluate the Economic Viability and Timing of Advanced Sewer Treatment and Establishment of a Reclaimed Wastewater Conveyance System	To utilize reclaimed wastewater to irrigate turf areas, landscaping and provide a non-potable supply for golf course lakes.	P7-1.1.8 P7-1.2.9	Coachella Valley Water District; Public Works Department
3.0	Prepare and Adopt Comprehensive Drainage Master Plan Revisions	To utilize the updated Land Use Plan to determine the additional facilities necessary to collect, retain and convey stormwater to the La Quinta Evacuation and Stormwater Channels.	O7-1.3 P7-1.3.1 P7-1.3.4	Public Works Department; Coachella Valley Water District
4.0	Review Existing Curb, Gutter and Drop Inlet Standards to Ensure Maximum Carrying Capacity and Function	To provide a functional standard for all future street stormwater facilities to be constructed in the City.	P7-1.3.4 P7-1.3.5 P7-1.3.7	Public Works Department; Coachella Valley Water District
5.0	Create and Administer a Benefit Assessment District for the Jefferson Street Bridge	To improve the dip section crossing for all-weather use and to provide a second stormwater crossing for residents of La Quinta.	P7-1.3.8	Public Works Department; Coachella Valley Water District



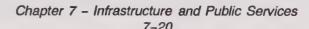


TABLE IPS-3 (continued)

City of La Quinta, Infrastructure and Public Services Implementation Measures Development

			Development	
 Imple	ementation Measure	Purpose	Policy Reference	Key Participants
6.0	Prepare and Adopt Standards for Siting	To protect La Quinta citizens	P7-1.4.4	Planning and Development
	High Voltage Electrical Lines and Facilities Adjacent to Residential and Recreational Land Uses	from the effects of electromagnetic fields produced by high voltage electrical facilities.	P7-1.4.6	Department; Imperial Irrigation District
7.0	Prepare a Feasibility Study to Evaluate the Potential to Utilize Geothermal Energy	To diversify the City's reliance on electricity as the only energy source for use by domestic and commercial users in La Quinta.	P7-1.4.5	Imperial Irrigation District; Planning and Development Department
8.0	Prepare a City Implementation Program for the Source Reduction and Recycling Element and Household Hazardous Waste Element	To accomplish AB 939 and achieve a 25 percent and 50 percent waste diversion in the City's waste stream by 1995 and 2000, respectively.	P7-1.5.2	All City Departments; Coachella Valley Association of Govern- ments; Riverside County
9.0	Develop standards for the sensitive integration of Utility Facilities in the City	To aesthetically integrate needed above and below ground facilities to reduce visual obstructions or visually match the character of surrounding development.	P7-1.1.10 P7-1.4.6 P7-1.4.8 P7-1.4.9	Planning and Development Department; Southern California Gas Company; Imperial Irrigation District; Coachella Valley Water District; General Telephone Company
10.0	Develop and implement Anti-Crime Programs for the Youth of La Quinta	To reduce the amount of crime committed in the City with programs especially targeted to young citizens.	P7-2.1.3	Riverside County Sheriff Department; Desert Sands Unified School District; Coachella Valley Unified School District; Parks Department
11.0	Site an additional Fire Station north of Highway 111	To provide adequate facilities, response times and reduced fire insurance premiums for citizens and building owners.	P7-2.2.5	Riverside County Fire Department; City Council; Planning Commission; Planning and Development Department

TABLE IPS-3 (continued)

City of La Quinta

		City	of La Qu	mna,	
Infrastructure	and	Public	Services	Implementation	Measures
				Deve	lopment
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Impl	ementation Measure	Purpose	Policy Reference	Key Participants
12.0	Site additional Library Facilities in the Northern or Southeastern portions of the City	To provide adequate facilities in proximity to all City residents.	P7-3.1.12	Riverside County Library; City Council; Planning Commission; Planning and Development Department
13.0	Create and Administer Development Agreements with the Desert Sands and Coachella Valley Unified School Districts	To provide community and neighborhood recreation acreage to serve the schools and surrounding region with adequate facilities.	P7-3.1.7	Finance Department; Parks Department; Desert Sands Unified School District; Coachella Valley Unified School District
14.0	Design and Construct a New Municipal Complex in the City	To provide adequate space and facilities to manage the City and provide library facilities for many years.	O7–3.2 P7–3.2.1 P7–3.2.2 P7–3.2.3	City Council; Finance Department
15.0	Prepare and Utilize a Capital Improvement Program	To prioritize necessary capital expenditures on an annual basis	P7-3.2.4	City Council; City Manager; Finance Department; Planning and Development Department; Public Works Department; Parks Department;



1.0 Introduction

2.0 Land Use Element

3.0 Circulation Element

Open Space Element

Park and Regression Element

6.0 Enwionmaniai Conservation Eine int

Infrastructure and Rublic Service. Summil

8.0 Environmental Hazards Element

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Chapter 8 Environmental Hazards Element

INTRODUCTION

The Environmental Hazards Element of the La Quinta General Plan identifies the City's policy relative to the reduction and mitigation of natural and manmade hazards to increase the public safety of its citizens. The purpose of the element is to establish official City policy which:

- Identifies the types of environmental or manmade hazards which significantly impact the City.
- Identifies standards to reduce the hazards of natural and manmade characteristics of the City.
- Identifies desired courses of action/strategies which provide the means to enhance public safety through the reduction of exposure to natural and man-made hazards.

The Environmental Hazards Element is organized in the following manner:

- Existing Setting Provides a general overview of the significant factors and impact of environmental and man-made hazards in La Quinta.
- Summary of Key Environmental Hazards Issues – Includes a brief discussion of the key planning issues which are addressed in the Environmental Hazards Element.
- Environmental Hazards Vision Statement –
 Includes a statement describing the intent of the
 community to enhance public safety in La Quinta
 by reducing exposure to natural and man-made
 hazards in the community. The development
 policies in the Environmental Hazards Element are
 designed to bring this vision to fruition.
- Relationship to Other Elements Includes a statement describing the relationship of the Environmental Hazards Element to the other General Plan elements.
- Overview of Environmental Hazards Policy Diagram – Includes a description of the Environmental Hazards Policy Diagram.
- Environmental Hazards Element Goals, Objectives and Policies – Includes a description of the City of La Quinta's policy relative to the reduction and mitigation of natural and environ mental hazards in the City.

Environmental Hazards Implementation
 Measures – Includes a summary of the various
 actions, programs and strategies the City of
 La Quinta should take to implement the
 Environmental Hazards Element goals, objectives
 and policies.

EXISTING SETTING

Geologic and Seismic Hazards

The geologic and seismic characteristics of La Quinta produce relatively low hazards for its citizens. The stability of the underlying granitic and metamorphic geologic structure reduces hazards for groundshaking. ground rupture and landsliding. The location of the City between two active fault zones (Alquist-Priolo) also reduces the hazards to human life and structural damage. The San Andreas Fault, located four miles northeast of the City, and the San Jacinto Fault, located approximately eight miles south of the City. create low levels of seismic hazard for residents of La Quinta, based on the City's location within several Mercalli Intensity Zones (MIZ). The MIZ relates the groundshaking caused by seismic events to its effects on people, structures and structural elements. Seismic effects in the City would range from Intensity Level II (groundshaking felt by most people indoors) to Intensity Level IV (hanging objects swing, structures rattle and creak).

In an effort to further reduce the potential for loss of life or property damage during seismic events, the City utilizes the Hillside Conservation Zone (La Quinta Zoning Ordinance) and Earthquake Hazard Reduction in Existing Buildings Code (La Quinta Municipal Code Chapter 8.12). The City's Hillside Conservation Zone precludes intensive development on steep sloped and alluvial fan areas. The Earthquake Hazard Reduction in Existing Buildings Code addresses the safety of unreinforced masonry bearing wall buildings constructed prior to the adoption of earthquake design requirements. The code sets minimum standards for structural seismic resistance and includes systematic procedures and standards to identify and classify unreinforced masonry bearing wall buildings to determine the potential for rehabilitation or demolition. The City also regulates unsafe structures through the Dangerous Building Code (Chapter 8.10, La Quinta Municipal Code). The Code regulates the repair, vacation or demolition of buildings or structures which may endanger of the general public.

Soil Hazards

The characteristics of the existing soil structure subject the City to increased hazards for liquefaction and Liquefaction, which transforms water erosion. saturated granular soils from a solid to liquid state. could pose a significant hazard for the southeastern half of the City during a seismic event. Although the potential hazard for water erosion is slight, the existence of the Myoma fine sand soils series. generally in the north central and eastern regions of the City, and Carrizo/Carsitas sand soils series, generally in the southern region of the City, exhibit a high potential for wind erosion. Even though the wind erosion hazard is considered low to moderate for other native soils, this hazard is greatly intensified for all types of native soils when areas are disturbed by construction grading operations. In addition, severe weather conditions such as winter rains and spring winds, also produce soil erosion through the natural sand migration process termed blowsand. In La Quinta, the northern area of the City is contained within a Blowsand Hazard Zone which will require blowsand reduction measures (i.e. vegetative cover, walls/screens and watering techniques) to mitigate health and safety hazards.

Flood Hazards

In the past, the most significant flood hazard for urban development in the City existed in the Cove due to the intense storms of short duration that are produced in the region; the steep and low vegetated slopes of the Coral Reef and Santa Rosa Mountains and the absence of adequate flood control facilities. Over the past ten years, the Coachella Valley Water District (CVWD) and the City have designed and constructed significant stormwater improvements to safely channel, detain and convey stormwater to the La Quinta Evacuation Channel.

The only existing flooding hazards in the City focus on the area located within the 100-year floodplain which is not yet protected with stormwater facilities. This approximate 300-acre area is bounded by the La Quinta Evacuation Channel on the north, Avenue 52 on the south, Calle Rondo on the east, and Eisenhower Drive on the west. For other areas within the 100-year floodplain and contained by stormwater

improvements, the City utilizes the Watercourse, Watershed and Conservation Area (W-1) zoning district to designate these flood hazard areas. These areas are also designated Watercourse/Flood Control on the Land Use Policy Diagram in the Land Use Element.

To regulate development within flood hazard areas, the City of La Quinta utilizes the designations contained within the Flood Insurance Rate Maps (FIRM) prepared by the Federal Emergency Management Agency (FEMA) to denote areas impacted by 100-year storm events. The City also utilizes its Flood Hazard Regulations contained in the La Quinta Municipal The Code regulates the types of uses, determines flood protection requirements. regulates floodplain alterations and barriers. rehabilitation or redevelopment that may take place within federal, state or county designated flood hazard areas. The intent of the federal and City regulations is to protect the public health, safety and welfare and to minimize public and private losses caused by flooding.

Fire Hazards

Existing fire hazards in La Quinta include the potential for brush or forest fires and the potential for structural fires within the urbanized area. Brush fires are not considered a significant threat in La Quinta due to the lack of substantial native vegetation and duff (the underlying vegetative debris of the plants) that would provide a supply of fuel. The only areas that may exhibit a moderate fire hazard include the drainage washes, where vegetation is typically more dense, and areas of the City utilized for agricultural production.

The City currently functions under an Insurance Services Office (ISO) rating class of four, which is based on a descending scale from one to ten. The rating provides the basis to establish insurance premiums for structures. According to the ISO, the threat of fire to the urbanized area is considered low at the current time due to the provision of sufficient manpower and staffing; community wide communication systems; adequate water supply system; automatic sprinkler/fire alarm systems in structures; efficient response times; and regulated building standards.

The existing fire suppression facilities include two stations located in the City and four stations located outside the City. The locations of these facilities provide overlapping service areas. The City is currently understaffed by seven personnel based on

planning standards promulgated by the National Fire Protection Association. In terms of the water facilities to serve fire suppression needs, the formation of seven improvement districts within the Cove; the replacement of small, antiquated water lines and the addition of water reservoir and booster facilities has significantly increased fire suppression in the Cove. Although the City does not contain any large scale heavy industrial uses which could pose significant fire hazards, the Highway 111 corridor is a major east–west linkage through the Coachella Valley that may be utilized for hazardous and flammable materials transport.

Noise Hazards

The significant noise hazards of La Quinta are generated from automobile and truck traffic. Existing average daily traffic counts exceeding 15,000 at a distance of 150 feet or less generally produce a Community Noise Equivalent Level (CNEL) in excess of 65. The existing high volume noise impacted corridors include Highway 111, Washington Street, Jefferson Street (Westward Ho Drive to Avenue 54), Fred Waring Drive, Miles Avenue, Avenue 50 (Washington Street to Madison Street), Avenue 52 (Avenida Bermudas to Jefferson Street), and Eisenhower Drive (Washington Street to Calle Tampico).

The City is not presently served with commercial aviation or railroad facilities within its incorporated boundaries. The Bermuda Dunes Airport, located approximately one mile north of the City, and the Thermal Airport, located approximately four miles east of the City, provide facilities and services for both private and small commercial aircraft. The configuration of the 65 Ldn contour (equivalent daynight noise) for both airports does not currently infringe upon the incorporated area of City. However, future growth of aviation demand and frequency of aviation operations (i.e., approach, take-off, landings) may impact the City in the future.

The City regulates the generation of unwanted noise through its municipal code. The code, Chapter 6.08, Nuisances, identifies general parameters for intensity and frequency as well as appropriate hours of operation for construction activities.

Hazardous Waste Hazards

The City of La Quinta does not contain industry that produces or handles toxic or hazardous materials as a product or by product of their manufacturing process.

However the City is impacted by the transportation of such materials on Highway 111 through the City. Even though existing land use creates a low hazard for exposure to La Quinta citizens, the effect of typical operations within an urbanized area (i.e. dry cleaning operations, agricultural operations, household uses, restaurant kitchen cleaning, exposure to high voltage electrical facilities) may pose significant health and safety threats to the citizens of the City.

The State passed Assembly Bill 2707 (AB 2707) which requires all cities to prepare, adopt and submit to the County a Household Hazardous Waste Element (HHWE) which identifies programs for the safe collection, recycling, treatment, and/or disposal of household hazardous waste.

In order to comply with AB 2948, Riverside County prepared a Hazardous Waste Management Plan (CoHWMP) which was adopted by Ordinance No. 184 by the City of La Quinta. The ordinance requires that all applicable zoning and subdivision decisions are consistent with the CoHWMP and establishes a conditional use permit (CUP) process for the location, design and maintenance of hazardous waste facilities located in the City.

Hazard Preparedness

The City of La Quinta has prepared a Multi-Hazard Functional Plan to address the planned response of the City in extraordinary emergency situations associated with natural or human-caused disasters. incidents and nuclear technological defense operations. The Plan integrates with the California Emergency Resources Management Plan (CERMP) to provide a comprehensive approach to mitigate the effects of large scale emergencies. The Plan does not reiterate the procedures for normal, routine emergencies but rather provides operational standards for large scale disasters requiring coordinated responses including:

- Major Earthquakes
- Hazardous Materials Incidents
- Imminent/Actual Flooding Events
- Imminent/Actual Dam Failures
- Major Fire/Wild Fires
- Nuclear Incidents
- Rail or Aviation Transportation Incidents

The operational organization of the Plan includes City, regional and state emergency management



components. At the City level, the Incident Command System (National Interagency Incident Management System (NIIMS)) provides local, on-scene oversight. Each County is designated an operational area to coordinate emergency activities and link communication systems. For mutual aid, the State is divided into six Office of Emergency Services (OES) Mutual Aid Regions to support and coordinate county emergency activities. The Governor coordinates and directs statewide emergency services as required. The Federal Emergency Management Agency (FEMA) is the main federal entity for coordinating disaster operations for natural, human caused and nuclear defense emergencies and coordinates with the American Red Cross to provide mass care needs.

SUMMARY OF KEY ENVIRONMENTAL HAZARDS ISSUES

The following key environmental hazards issues are addressed in the policies of the Environmental Hazards Element.

- The standards for development should be carefully regulated to minimize structural damage and loss of life, even though the City is located in a low intensity groundshaking zone.
- The future development on hillsides and alluvial fan areas should be restricted to protect the loss of life and minimize damage to property resulting from geologic instability during seismic events.
- The development of areas located within 100-year floodplain boundaries and not protected by existing stormwater facilities should be addressed.
- Subsidence hazards for the eastern portion of the City due to its location within a region characterized by potential soil liquefaction during severe groundshaking should be reduced if possible.
- Forecasted growth in traffic volumes will considerably increase the areas exposed to undesirable noise levels as well as hazards to other drivers, bicyclists and pedestrians. Noise mitigation should be considered with all development near arterial streets.
- A second north-south all weather evacuation route across the Coachella Valley Stormwater Channel, should be provided in the City.
- The stormwater requirements of the Cove should be perpetuated to protect existing and future residents from flooding damage.

- The factors that contribute to the increased risk of fire hazard (i.e. lack of automatic sprinkler or alarm systems, inadequate peak load water supply, extended response times and inadequate building standards) should be reduced to protect La Quinta citizens and structures from fire damage.
- Adequate public safety facilities and service should be provided to protect residents and structures.
- The citizens of La Quinta should be protected to the greatest event possible from the effects of transporting, storing and disposing of hazardous and flammable materials.
- The City should be prepared to adequately respond in the event of natural or human caused disasters.
- The effects of light pollution should be minimized within the City.

ENVIRONMENTAL HAZARDS VISION STATEMENT

An Environmental Hazards Vision Statement, based on the key environmental and manmade hazards issues and desires of the citizens and elected officials of the City of La Quinta is presented below. The development policies included in this Environmental Hazards Element are designed to bring this vision to fruition.

"The City of La Quinta's vision of the future for environmental hazards focuses on protecting the public from natural and manmade hazards. In order to maintain a high quality of life, existing and future residents must be protected from natural hazards, such as geologic and seismic activities, as well as manmade hazards, such as excessive noise and hazardous waste. Only when these hazards are reduced and mitigated can the citizens of La Quinta be assured of a safe future."

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Environmental Hazards Element is one of eight elements in the La Quinta General Plan. The development policies within the Environmental Hazards Element are related to the Infrastructure and Public Services, Open Space, Environmental Conservation, and Land Use Elements. The goals, policies and programs within the Environmental Hazards Element shall relate directly to and shall be consistent with all other elements of the La Quinta General Plan.

OVERVIEW OF THE ENVIRONMENTAL HAZARDS POLICY DIAGRAM

The graphic depiction of the City of La Quinta's official policy relative to environmental hazards is presented on Figure EH-1. Environmental Hazards Policy Diagram. This diagram illustrates the areas of the City impacted by natural and manmade hazards that must be reduced to achieve the highest amount of public safety possible at buildout of the community. The environmental hazards illustrated on the Environmental Hazards Policy Diagram include existing seismic hazards, soil hazards and flood hazards that impact the community. These hazards are identified to alert the City to the naturally occurring hazards that are to be mitigated in order to reduce the risk to life and property in the City. The City's official policy relative to noise hazards is presented on Figure EH-2, Predicted CNEL Noise Levels. diagram illustrates the areas of the City impacted by excessive noise hazards generated by vehicular traffic. Appropriate mitigation measures to reduce these impacts should be taken in these areas.

The development policies and standards described in the Environmental Hazards Element are the basis for Figures EH-1 and EH-2. The Environmental Hazards Policy Diagram should be used as a general guide for the identification and location of naturally occurring or manmade hazard areas in the City. Figure EH-2, Predicted CNEL Noise Levels, should be used as a general guide to determine measurable criteria to minimize excessive noise exposure to City residents. These diagrams should be used in combination with the written development policies, standards and other guidelines in the text of the Environmental Hazards Element.

ENVIRONMENTAL HAZARDS ELEMENT GOALS, OBJECTIVES AND POLICIES

The City of La Quinta's official development policies related to environmental hazards are presented below. In the context of this General Plan, development policies include goals, objectives, policies and standards based on the following general definitions:

GOAL:

A concise statement which describes a desired condition to be achieved. A goal is generally not quantifiable, time-dependent or suggestive of specific actions for achievement. Goals are expressed as ends, conditions or states.

Objective:

A specific end, condition or state that is an intermediate step toward attaining a goal. An objective should be achievable and, when possible, measurable and time specific.

Policy

A specific statement which guides decision-making. A policy is clear and unambiguous and is based on the General Plan's goals and objectives, as well as the analysis of data.

Standard

A rule or measure establishing a level of quality or quantity which must be complied with or satisfied. Standards define the abstract terms of goals, objectives and policies with concrete specifications.

These development policies are established to reduce and mitigate the natural and manmade hazards to public safety in the future. Development policies by topical area are presented on the following pages.



GOAL 8-1

No loss of life or damage to property from geologic and seismic events and unstable soil conditions.

Objective 8-1.1

The City shall utilize a variety of alternative means to ensure that loss of life and damage to property is minimized to the extent possible from geologic and/or soil hazards produced from seismic events.

Policy 8-1.1.1

The City shall coordinate with the State Division of Mines and Geology to investigate the actual location and future hazard potential of the three inferred fault traces that trend northwest – southeast through the City.

Policy 8-1.1.2

The City shall continually review existing seismic studies, geologic studies, soils reports and any other pertinent information to identify future regions of the City where geologic and/or soils hazards exist.

Policy 8-1.1.3

The City shall continue to require that all structures and foundations be designed and constructed to resist seismic forces in accordance with the criteria of the Uniform Building Code (UBC).

Policy 8-1.1.4

The City shall investigate the potential for adjusting site design standards to higher levels than is required by the UBC for high density residential and employment facilities located east of Jefferson Street due to the higher risk of soil liquefaction during seismic events.

Policy 8-1.1.5

The City shall require, as appropriate, soil compaction tests for development projects located above potentially hazardous (i.e. liquefaction) soils to determine effective mitigation measures.

Policy 8-1.1.6

The City shall require the soil on newly graded slopes to be protected (i.e. irrigation, straw, wood chips, visqueen) to limit erosion by wind and water.

Policy 8-1.1.7

The City shall coordinate with the Coachella Valley Association of Governments to reduce the hazards (i.e. respiratory and visibility) associated with airborne fugitive dust and blowsand within the City.

Objective 8-1.2

The City shall utilize a variety of mechanisms to mitigate the effects of seismic events upon human life and structures in the City.

Policy 8-1.2.1

The City shall continue to review, publicize and update as appropriate, its existing Multi-Hazard Functional Plan (MHFP), to ensure comprehensive emergency procedures are enacted for seismic events.

Policy 8-1.2.2

The City shall coordinate the update of emergency procedures in its MHFP with applicable agencies including Riverside County, the Coachella Valley Water District, Imperial Irrigation District, General Telephone Company, and Southern California Gas Company.

Policy 8-1.2.3

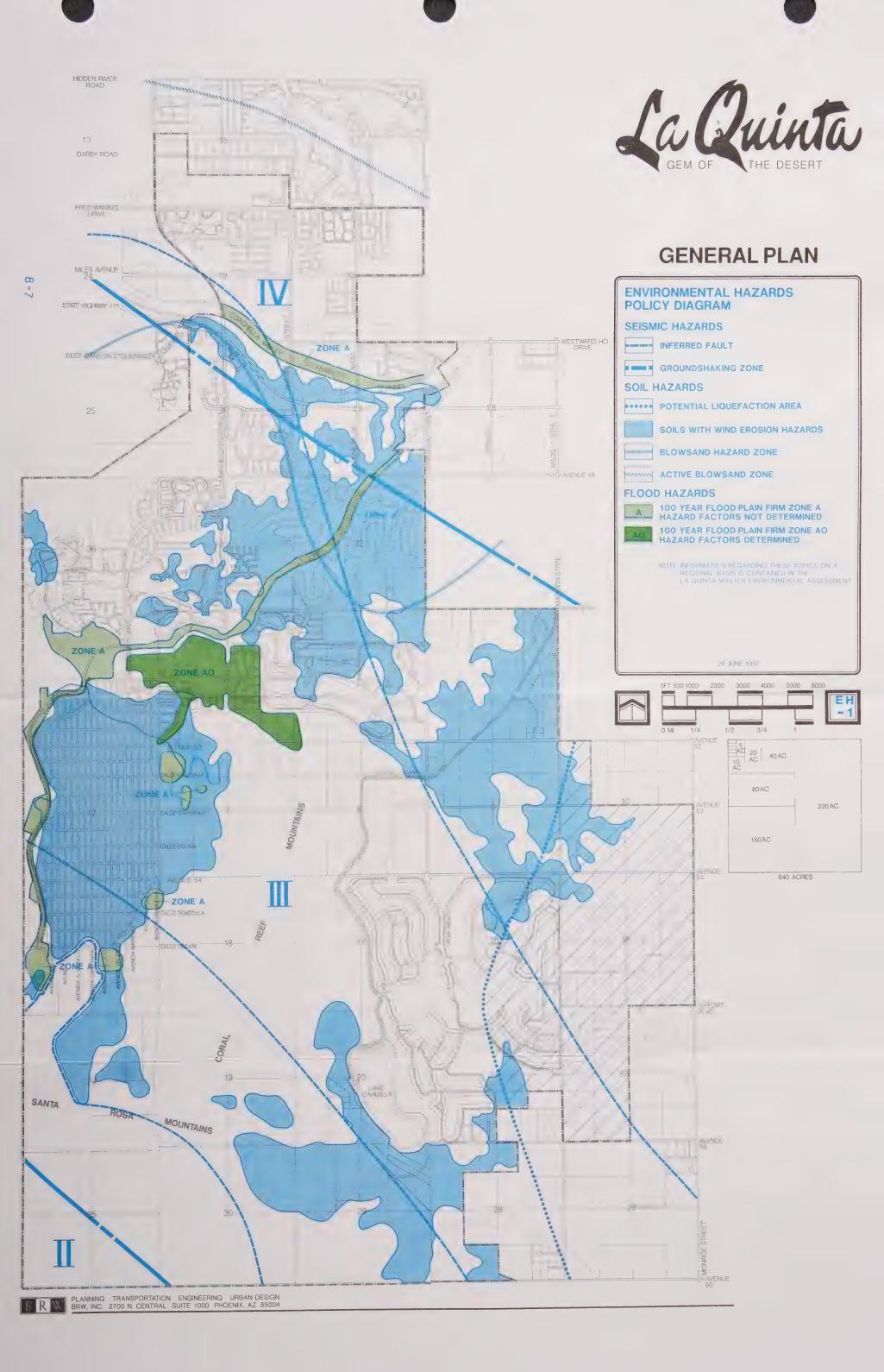
The City shall administer and implement its Earthquake Hazard Reduction in Existing Buildings Code to determine if seismically unsound buildings can be feasibly rehabilitated or should be removed to protect public safety.

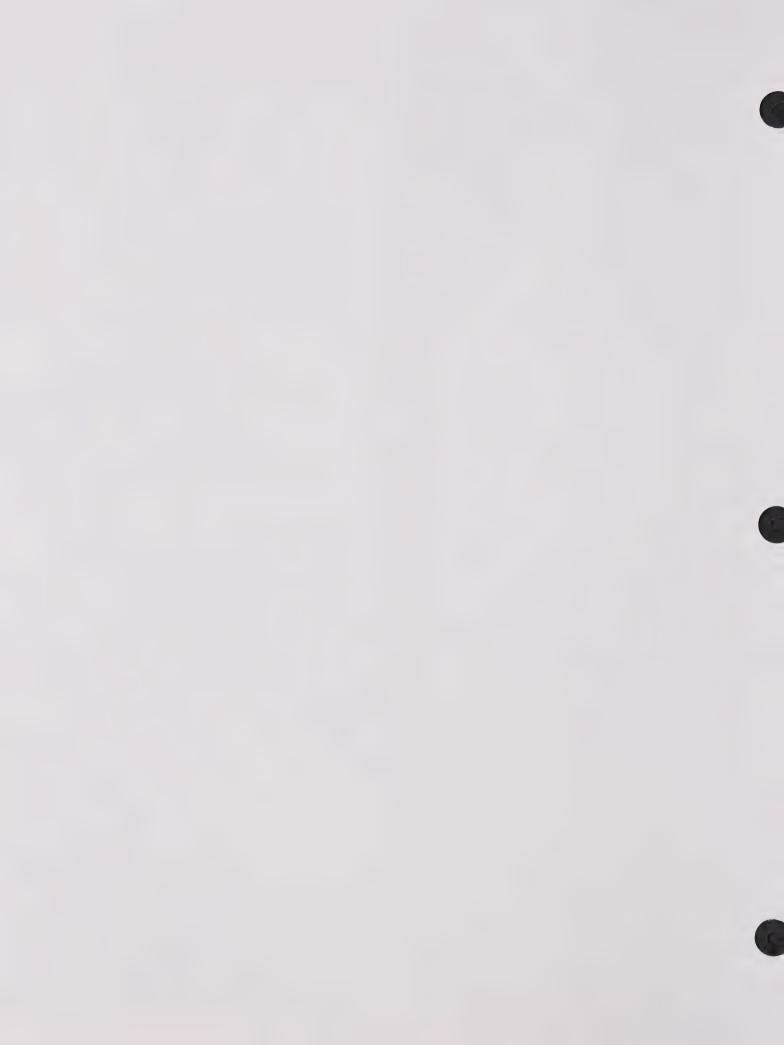
GOAL 8-2

No loss of life or damage to property from fire hazards.

Objective 8-2.1

The City shall ensure that adequate fire protection facilities are utilized to provide the City with comprehensive fire protection and that the City is prepared to respond to emergencies produced by a variety of hazards.





Policy 8-2.1.1

The City shall coordinate with the Riverside County Fire Department to forecast fire personnel and facilities necessary to adequately serve the City at full buildout.

Policy 8-2.1.2

The City shall identify buildings and other facilities which increase the threat of structural fire hazards and determine whether rehabilitation or removal is necessary to protect public safety.

Objective 8-2.2

The City shall utilize a variety of mechanisms to reduce the threat of fire upon human life and structures in the City.

Policy 8-2.2.1

The City shall continue to review, publicize and update as appropriate, its MHFP to ensure comprehensive emergency procedures are enacted in response to the threat of major structural fires.

Policy 8-2.2.2

The City shall coordinate the updating of emergency procedures in the MHFP with the Riverside County Fire Department, emergency medical service providers and hospital care providers.

Policy 8-2.2.3

The City shall investigate the creation of a benefit assessment district to assist the Riverside County Fire Department in financing new fire suppression facilities and staff necessary to protect the City.

Policy 8-2.2.4

The City shall consider the adoption of a comprehensive sprinkler ordinance for all new buildings to be constructed in the City. This ordinance would require installation of an approved automatic fire sprinkler system to reduce damage caused by structural fires.

Policy 8-2.2.5

The City shall evaluate its adopted Uniform Fire Code with Fire Protection Ordinance 546, adopted by Riverside County to determine the benefits and liabilities of existing County policies and enforcement procedures.

GOAL 8-3

An adequate flood control system to protect the property and citizens of La Quinta.

Objective 8-3.1

The City recognizes and minimizes hazards associated with stormwater flooding in the City.

Policy 8-3.1.1

All areas designated within the 100-year floodplain, as denoted by the Federal Emergency Management Agency (FEMA), shall be identified in the City Comprehensive Drainage Master Plan.

Policy 8-3.1.2

Major water courses and flood control facilities shall be designated as Watercourse/Flood Control (W) land uses on the Land Use Policy Diagram in the Land Use These areas shall be utilized only for Element. recreational or open space uses.

Policy 8-3.1.3

The City shall coordinate with the Coachella Valley Water District (CVWD) to reduce the boundaries of the unprotected 100-year floodplain (Zone A and Zone AO) through the provision of stormwater collection and conveyance facilities pursuant to the recommendations of the Comprehensive Drainage Master Plan.

Policy 8-3.1.4

All drainage facilities identified in the Comprehensive Drainage Master Plan to be constructed within the City shall conform to the requirements and standards of the City and CVWD.

Policy 8-3.1.5

The City shall require the proper design of street stormwater facilities to avoid nuisance water ponding and the production of mosquitoes.

Policy 8-3.1.6

The City shall maintain all public street rights of way to avoid nuisance water ponding and the production of mosquitoes.



Objective 8-3.2

The City shall utilize a variety of mechanisms to mitigate the effects of flooding upon human life and structures in the City.

Policy 8-3.2.1

The City shall continue to review, publicize and update as appropriate its MHFP to ensure comprehensive emergency procedures are enacted in response to the threat of structural damage or loss of life from flooding.

Policy 8-3.2.2

The City shall coordinate the update of emergency procedures in its MHFP with the Coachella Valley Water District and Federal Emergency Management Association.

Policy 8-3.2.3

The City shall investigate the potential of forming an assessment district to fund the improvement of Jefferson Street over the Coachella Valley Stormwater Channel, as an all-weather bridge crossing during emergency storm events.

GOAL 8-4

A clean environment free of hazardous waste and municipal refuse.

Objective 8.4.1

The City shall ensure that land uses not negatively impact the natural environment of the City.

Policy 8-4.1.1

The City shall carefully review development projects located in the City to ensure that excessive noise and or glare, noxious fumes or hazardous materials are not directly or indirectly produced that would jeopardize the health of its citizens or the quality of its environment.

Policy 8-4.2.1

The City shall coordinate with the waste hauler to provide frequent municipal refuse collection service in the City and transfer service to the landfills serving the City.

Objective 8-4.2

The City shall ensure that municipal refuse is properly disposed to minimize the risk of disease to City residents.

Objective 8-4.3

The City shall coordinate with Riverside County to ensure that hazardous wastes are properly collected, transported and disposed of to minimize the risk to City residents.

Policy 8-4.3.1

Proper prior notice to the City of La Quinta, Riverside County Fire Department, Riverside County Sheriff Department and any other necessary officials shall be required prior to the transport of hazardous materials through the City.

Policy 8-4.3.2

The storage and transport of industrial chemicals and hazardous materials shall conform to all City, state and federal regulations.

GOAL 8-5

An environment free from the effects of noise.

Objective 8-5.1

The City shall establish measurable criteria for noise levels from transportation and other sources to minimize excessive noise exposure to City residents.

Policy 8-5.1.1

The City shall support the enforcement of state motor vehicle noise laws.

Policy 8-5.1.2

The City shall generally designate major arterial roadways on section – line streets to reduce vehicular generated noise for interior residential parcels.

Policy 8-5.1.3

The City shall develop a truck route plan to keep truck traffic on designated roadways.

Policy 8-5.1.4

The City shall reduce the potential generation of vehicle noise at roadway intersections through its approval of intersection control devices (i.e. stop signs, traffic signals) where existing levels of service warrant such measures.

Policy 8-5.1.5

The City shall evaluate the realignment/redesign or new construction of major arterial, primary arterial and secondary arterial roadways to minimize the impacts of vehicular generated noise upon residential and other noise sensitive land uses.

Objective 8-5.2

The City shall ensure that measurable criteria for noise levels impacting adjacent land uses generated by stationary or mobile sources are identified in the General Plan to minimize excessive noise exposure to City residents.

Policy 8-5.2.1

The City shall prepare and adopt a noise control ordinance with quantified limits.

Policy 8-5.2.2

The City shall train and equip its staff to enforce the noise control ordinance.

Policy 8-5.2.3

The City shall adopt noise impact and attenuation standards, consistent with state insulation standards for different land use types to protect its citizens from potentially incompatible land uses and proximity to transportation corridors.

Policy 8-5.2.4

The City shall require noise control plans for new development located within 3,400 feet of the centerline of major arterial roadways and 2,800 feet of the centerline of primary arterial roadways.

Policy 8-5.2.5

At the discretion of the City, a noise analysis shall be required for all non-residential uses located within 1,000 feet of residential uses.

Policy 8-5.2.6

The City shall adopt design standards for sound barriers to minimize their visual impact and to permit visual access to gated communities.

Policy 8-5.2.7

The City may require remedial noise control plans for areas experiencing noise in excess of adopted City standards.

Policy 8-5.2.8

The City shall utilize the standards presented on Table EH-1, Noise Standards for Land Use Compatibility, as a guide regarding permissible interior and exterior noise levels, as well as treatment provisions in areas exceeding 60 db CNEL.

Policy 8-5.2.9

The City shall utilize Figure EH-2, Predicted CNEL Noise Levels to illustrate areas in the City which may be impacted by excessive noise in the City at buildout. Appropriate mitigation measures to reduce vehicular generated noise impacts shall be implemented.

ENVIRONMENTAL HAZARDS ELEMENT IMPLEMENTATION MEASURES

The various actions, programs and strategies the City should take to implement the goals, objectives and policies of the Environmental Hazards Element are presented on Table EH-2, City of La Quinta, Environmental Hazards Element Implementation Measures.

- Implementation Measure Includes a description of the action, program and/or strategy which implements the Environmental Hazards Element development policies.
- Purpose Identifies the intent and purpose of accomplishing the implementation measure.
- Development Policy Reference Identifies the particular development policy the measure is implementing.
- Key Participants Identifies the appropriate public and private body, agency, group, individuals or volunteers responsible to complete the implementation measure.





TABLE EH-1
Noise Standards By Land Use Type

Land Use Type	Noise Standards For Exterior	Land Use Compatibility Interior	Treatment in Areas Exceeding 60 db CNEL (existing or projected)
Residential	< 60 dB CNEL in outdoor living areas	 A. Average daily < 45 dB CNEL in habitable rooms. B. Short duration events standard as approved by City Council. 	 New residential development is prohibited. Exceptions are listed below: a. Limited infill within established neighborhoods. b. Mitigative measures implemented to attain both exterior and interior standards forecast conditions. c. Demonstrate through noise study standard attainment.
Commercial, Employment and Manufacturing	< 75 dB CNEL	45-65 dB Leq (h) depending on interior use.	Allowed if mitigation provides attainment of interior standard with forecast conditions or noise study demonstrates attainment.
Open Space/RecreationParks & Playgrounds	< 65 dB CNEL	 Associated Buildings: 45-65 dB Leq (h) depending on interior use. 	Allowed if mitigation provides attainment of interior standard with forecast conditions or noise study demonstrates attainment.
Golf, Tennis, Stables	< 70 dB CNEL	 Associated Buildings: 45-65 dB Leq (h) depending on interior use. 	Allowed if mitigation provides attainment of interior standard with forecast conditions or noise study demonstrates attainment.
Educational Facilities	< 60 dB Leq (h) in outdoor living areas	A. 45–65 dB Leq (h) depending on interior use.B. Short duration events standard as approved by City Council.	Allowed if mitigation provides attainment of interior standard with forecast conditions or noise study demonstrates attainment.
Churches, Places of Worship	< 60 dB Leq (h) in outdoor living areas	A. 46-65 dB Leq (h) depending on interior use.B. Short duration events standard as approved by City Council.	Allowed if mitigation provides for attainment of interior standard with forecast conditions or noise study demonstrates attainment.

Noise Standards By Land Use Type

Land Use Type	Noise Standards For Exterior	Land Use Compatibility Interior	Treatment in Areas Exceeding 60 db CNEL (existing or projected)
Hospitals and Convalescent Care Facilities	< 60 dB Leq (h) in outdoor living areas	 A. Average daily <45 dB CNEL in habitable rooms. B. Average hourly 45–65 Leq (h) depending on interior use. C. Short duration events as approved by City Council. 	Allowed if mitigation provides for attainment of interior standard with forecast conditions or noise study demonstrates attainment.
Group Quarters	< 60 dB CNEL in outdoor living areas	 A. Average daily < 45 dB CNEL in habitable rooms. B. Average hourly 45–65 db Leq (h) depending on interior use. C. Short duration events as approved by City Council. 	Allowed if mitigation provides attainment of both interior and exterior standards with forecast conditions or noise study demonstrates attainment.
Hotels/Motels	< 70 dB CNEL permitted < 60 dB CNEL desirable in outdoor living areas	 A. Average daily < 45 dB CNEL in habitable rooms. B. Average hourly 45–65 dB Leq (h) depending on interior use. 	Allowed if mitigation provides for attainment of interior standards with forecast conditions or noise study demonstrates attainment.



Noise Standards By Land Use Type

Land Use Type	Noise Standards For Exterior	Land Use Compatibility Interior	Treatment in Areas Exceeding 60 db CNEL (existing or projected)
Accessory Uses Executive Apartments	< 60 dB CNEL in outdoor living areas	 A. Average daily < 45 dB CNEL in habitable rooms. B. Average hourly 45–65 dB Leq (h) depending on interior use. 	Allowed if mitigation provides for attainment of both interior and exterior standards with forecast conditions or noise study demonstrates attainment.
Caretaker Quarters	< 60 dB CNEL in outdoor living areas	 A. Average daily < 45 dB CNEL in habitable rooms. B. Average hourly 45–65 dB Leq (h) depending on interior use. C. Short duration events as approved by City Council. 	Allowed if mitigation provides for attainment of both interior and exterior standards with forecast conditions or noise study demonstrates attainment.

Notes to Table EH-1:

< Greater Than

Less Than

dB Decibel

Leq Equivalent Sound Level

CNEL Community Noise Equivalent Level

Source: BRW, Inc., May 1992

TABLE EH-2

City of La Quinta, Environmental Hazards Element Implementation Measures

	Implementation Measure	Purpose	Development Policy Reference	Key Participants
1.0	Determine Definitive Locations where Seismic Faults and Soils Hazard Exist.	To identify areas in the City where development hazards could cause structural damage or loss of human life.	O8-1.1 P8-1.1.1	State Division of Mines and Geology; Soil Conservation Service; Planning and Development Department
2.0	Evaluate Enhanced Construction Standards for Development Above Potentially Hazardous Soils.	To minimize the risk for structural damage and loss of life during seismic events.	P8-1.1.3 P8-1.1.4 P8-1.1.5	City Council; Planning Commission; Public Works Department; Planning and Development Department; Building and Safety Department
3.0	Review, Publicize and Update the City's Multi-Hazard Functional Plan.	To define the appropriate emergency procedures to minimize damage and loss of life in the event of extraordinary emergency situations (i.e. earthquake, flooding, hazardous materials event).	P8-1.2.1 P8-1.2.2 P8-2.2.1 P8-2.2.2 P8-3.2.1 P8-3.2.2	All City Departments
4.0	Prepare a Structural and Fire Hazard Building Analysis for the City.	To determine the extent and location of structurally deficient buildings and/or buildings which are fire hazards.	P8-1.2.3	Public Works Department; Planning and Development Department; Building and Safety Department; Riverside County Fire Department
5.0	Evaluate the Establishment of a Benefit Assessment District.	To finance new fire suppression facilities and staff to protect the City and reduce fire insurance premiums.	P8-2.2.3	City Council; Finance Department; Riverside County Fire Department

City of La Quinta, Environmental Hazards Element Implementation Measures

	Implementation Measure	Purpose	Development Policy Reference	Key Participants
			-	
6.0	Establish a Comprehensive Sprinkler Ordinance.	To reduce property damage, amount of suppression facilities, personnel requirements and fire insurance premiums.	P8-2.2.4	City Council; Planning Commission; Planning and Development Department; Riverside County Fire Department
7.0	Evaluate and Consider for Adoption the Existing County Fire Protection Ordinance.	To create consistent policies and enforcement procedures between Riverside County and City.	P8-2.2.5	City Council, Planning Commission; Planning and Development Department
8.0	Evaluate the Benefits of Constructing Flood Protection Improvements or Complying with FEMA Guidelines for AO Designated Areas.	To reduce the structural damage and potential loss of life caused by flooding.	P8-3.1.3	CVWD; Public Works Department
9.0	Create and Administer a Benefit Assessment District for a Bridge across the Coachella Valley Stormwater Channel on Jefferson Street.	To provide a second all weather crossing of the stormwater channel for residents of La Quinta.	P8-3.2.3	Public Works Department; CVWD
10.0	Prepare an Implementation Program for the Waste Stream Source Reduction and Recycling Plan.	To maximize the life of the existing landfills	P8-4.2.2	Planning and Development Department; Coachella Valley Association of Governments; Riverside County

City of La Quinta, Environmental Hazards Element Implementation Measures

	Implementation Measure	Purpose	Development Policy Reference	Key Participants
11.0	Establish a Comprehensive Hazardous Materials Transport Notification Procedure.	To work with Riverside County to establish a proper notification procedure to alert the City, County Sheriff and Fire Department to provide escort and public protection from exposure or contamination.	P8-4.3.2	City Manager, Riverside County Sheriff Department; Riverside County Fire Department
12.0	Prepare and Adopt a Truck Route Plan.	To restrict truck traffic and associated noise to routes with compatible land uses or noise protection measures.	P8-5.1.3	City Council; Planning Commission; Planning and Development Department; Public Works Department; Riverside County Sheriff Department; Business Community; Trucking Industry
13.0	Prepare and adopt a Noise Control Ordinance.	To establish quantifiable noise limits which can be enforced to reduce conflicts between land uses and individuals.	P8-5.2.1	City Council; Planning Commission; Planning and Development Department
14.0	Prepare and Adopt Noise Impact and Attenuation Standards.	To provide a basis for the determination of compatibility between land uses and noise levels, allowing preventative actions before conflict occurs.	P8-5.2.3	City Council; Planning Commission; Planning and Development Department
15.0	Prepare and Adopt Design Standards for Noise Barriers.	To provide for cost effective noise mitigation, compatibility with urban design objectives and guidance for the development of the Community.	P8-5.2.6	City Council; Planning Commission; Planning and Development Department; Public Works Department

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City of La Quinta General Plan

City of La Quinta, Environmental Hazards Element Implementation Measures

		Development	
Implementation Measure	Purpose	Policy Reference	Key Participants
Enforce State Motor Vehicle Noise Laws.	To effect responsible vehicle maintenance and operations by reducing noise emissions.	P8-5.1.1	Planning and Development Department; Riverside County Sheriff Department
Include Noise impacts as criteria within the City's Street Functional Classification System.	To minimize noise levels within residential neighborhoods.	P8-5.1.2	City Council; Planning and Development Department; Public Works Department
Include Noise impacts as criteria for the use of Intersection Traffic Control Devices.	To minimize traffic flow interruptions which contribute to vehicular braking and acceleration noise.	P8-5.1.5	City Council; Public Works Department; Planning and Development Department; Riverside County Sheriff Department
Evaluate all Arterial Street Realignment/Redesign and New Construction Projects.	To incorporate noise mitigation measures prior to construction where necessary to attain noise standards.	P8-5.1.6	Public Works Department; Planning and Development Department
Train and Equip Staff for Noise Control.	To effectively enforce its noise control ordinance, specialized equipment and staff are needed.	P8-5.2.2	City Staff
Require Noise Control Plans for all Projects within 3,400' of Major Arterials and 2,800' of Primary Arterials.	To incorporate, prior to approval where necessary, noise attenuation design measures to attain noise standards.	P8-5.2.4	City Council; Planning Commission; Planning and Development Department
	Include Noise impacts as criteria within the City's Street Functional Classification System. Include Noise impacts as criteria for the use of Intersection Traffic Control Devices. Evaluate all Arterial Street Realignment/Redesign and New Construction Projects. Train and Equip Staff for Noise Control. Require Noise Control Plans for all Projects within 3,400' of Major Arterials	Enforce State Motor Vehicle Noise Laws. Include Noise impacts as criteria within the City's Street Functional Classification System. Include Noise impacts as criteria for the use of Intersection Traffic Control Devices. Evaluate all Arterial Street Realignment/Redesign and New Construction Projects. To incorporate noise mitigation measures prior to construction where necessary to attain noise standards. To effect responsible vehicle maintenance and operations by reducing noise emissions. To minimize traffic flow interruptions which contribute to vehicular braking and acceleration noise. To incorporate noise mitigation measures prior to construction where necessary to attain noise standards. To effectively enforce its noise control ordinance, specialized equipment and staff are needed. Require Noise Control Plans for all Projects within 3,400' of Major Arterials and 2,800' of Primary Arterials. To incorporate, prior to approval where necessary, noise attenuation design measures to attain noise	Enforce State Motor Vehicle Noise Laws. Include Noise impacts as criteria within the City's Street Functional Classification System. Include Noise impacts as criteria for the use of Intersection Traffic Control Devices. Evaluate all Arterial Street Realignment/Redesign and New Construction Projects. To incorporate noise mitigation measures prior to construction where necessary to attain noise standards. Train and Equip Staff for Noise Control. Require Noise Control Plans for all Projects within 3,400' of Major Arterials and 2,800' of Primary Arterials. To effect responsible vehicle maintenance and operations by reducing noise levels within 7 or effect responsible vehicle maintenance and operations by reducing noise emissions. To minimize noise levels within 7 or minimize noise levels within residential neighborhoods. To minimize traffic flow interruptions which contribute to vehicular braking and acceleration noise. P8–5.1.5 To incorporate noise mitigation measures prior to construction where necessary to attain noise standards. P8–5.1.6 P8–5.1.6 P8–5.1.6 P8–5.2.2

City of La Quinta, Environmental Hazards Element Implementation Measures

	Implementation Measure	Purpose	Policy Reference	Key Participants
22.0	Require Noise Analysis for all Non- Residential Uses within 1,000' of Residences.	To incorporate, prior to approval, where necessary, noise attenuating design measures to minimize conflict between land uses and attain noise standards.	P8-5.2.5	City Council; Planning Commission; Planning and Development Department
23.0	Require remedial noise control plans for areas exceeding noise standards.	To initiate a process to address existing noise problem areas, resulting in maintenance of environmentally healthy neighborhoods.	P8-5.2.7	City Council; Planning Commission; Planning and Development Department



infreduction

2.0 Land Use Element

3.0 Circulation Element

Q.O Open Space Element

Park and Recreation Element

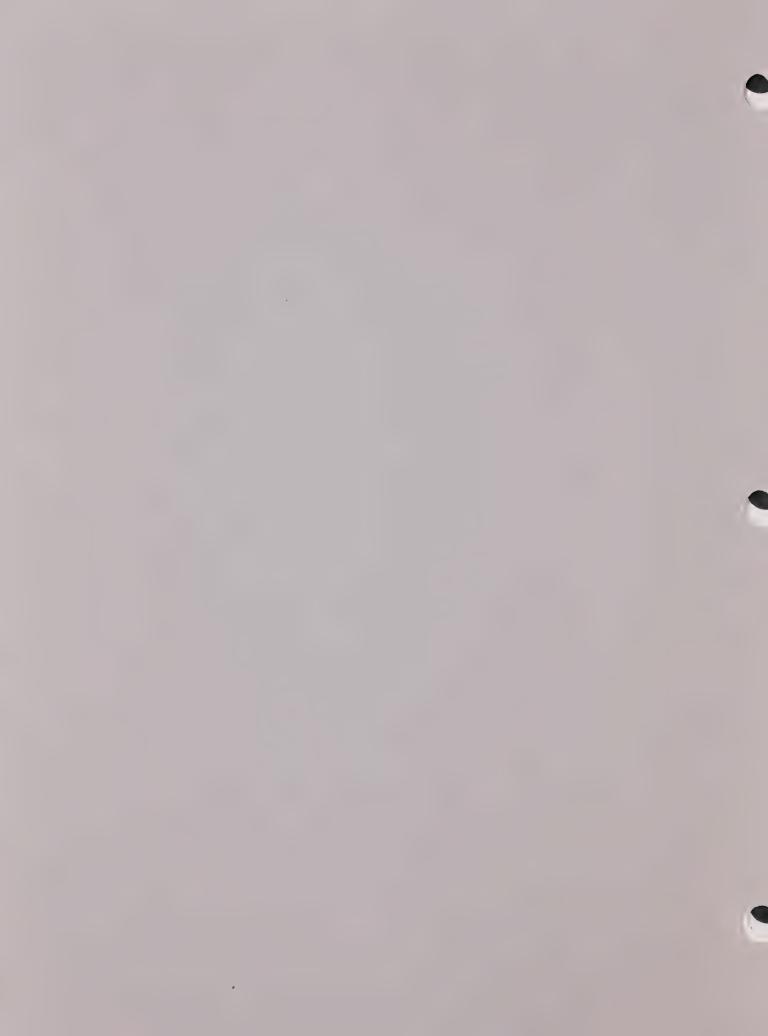
6.0
Environmental Conservation Element

7.0 Intrastructure and Public Services Element

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9.0 Air Quality Element

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Chapter 9 Air Quality Element

INTRODUCTION

The Air Quality Element of the La Quinta General Plan identifies and establishes the City's policies governing the achievement and maintenance of acceptable air quality within the City. The purpose of this element is to establish official city policy which:

- Protects the health and property of the residents of the City through the maintenance of clean air.
- Identifies the measures required to comply with federal, state and regional air quality mandates and objectives.
- Identifies the linkage between land use, transportation and air quality and establishes mechanisms to promote air quality objectives within the context of City land use and circulation system policy and decision making.
- Identifies desired courses of action/strategies which provide the means to accomplish the City's air quality objectives.

The Air Quality Element is organized in the following manner:

- Existing Setting Provides an overview of existing air quality conditions including a description of the pollutants of concern in the Coachella Valley and their associated health and economic impacts, and the air quality regulatory framework, including the relationship between local air quality planning and the plans and programs of regional, state and federal air quality agencies.
- Summary of Key Air Quality Issues Includes a description of the key air quality issues which are addressed in the Air Quality Element.
- Air Quality Vision Statement Includes a statement describing the future air quality conditions in La Quinta as desired by the citizens and elected officials of the City. The policies in the Air Quality Element are designed to bring this vision to fruition.
- Relationship to Other General Plan Elements – Includes a statement of the relationship between the Air Quality Element and other General Plan elements.
- Air Quality Element Goals, Objectives and Policies – Includes a description of the City of La Quinta's policies relative to the satisfaction of

- federal, state and regional air quality requirements and the achievement and maintenance of local air quality objectives.
- Air Quality Implementation Measures –
 Includes a summary of the various actions,
 programs and strategies the City of La Quinta
 should take to implement the Air Quality Element
 goals, objectives and policies.

EXISTING SETTING

Regulatory Setting

Ambient Air Quality Standards (AAQS) represent the maximum level of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. The five primary pollutants of concern for which standards have been established are:

- Sulfur Dioxide (Sox)
- Carbon Monoxide (CO)
- Nitrogen Oxides (NOx)
- Ozone (O3)
- Total Suspended Particulates (TSP)

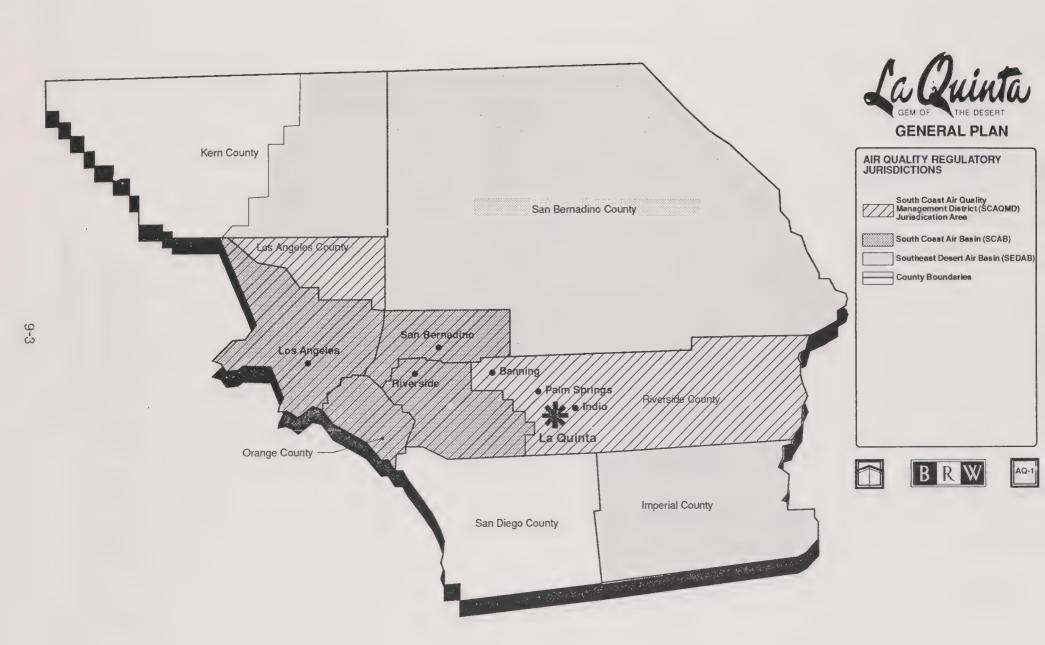
National Ambient Air Quality Standards (NAAQS) were promulgated by the Environmental Protection Agency (EPA) in 1971 with states retaining the option to develop different (more stringent) standards. Due to the unique air quality problems in California, the California Air Resources Board (ARB) has developed additional AAQS. Included in Table AQ-1, *California and Federal Air Quality Standards*, is a list of the currently applicable State and Federal standards.

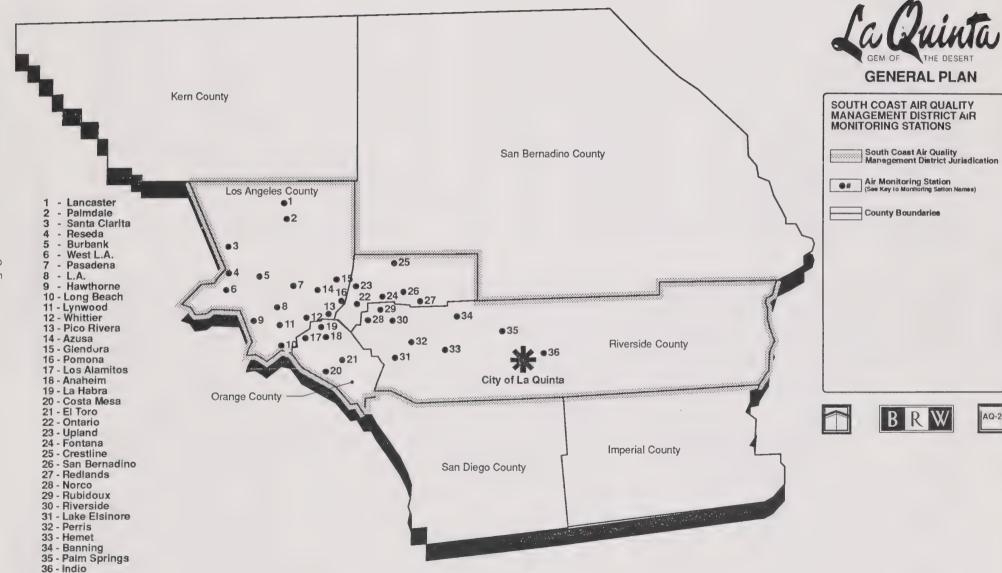
The City of La Quinta is located in the Southeast Desert Air Basin (SEDAB) of the South Coast Air Quality Management District (SCAQMD). The SCAQMD governs the South Coast Air Basin (SCAB) and the portion of SEDAB comprised of the desert portions of Los Angeles, Riverside and San Bernardino counties. Figure AQ-1, *Air Quality Jurisdictions*, depicts the relationship between the South Coast and Southeast Desert Air Basins, the South Coast Air Quality Management District's jurisdiction, and the City of La Quinta. Figure AQ-2, *Air Quality Monitoring Sites*, depicts the air monitoring station network of the South Coast Air Quality Management District.



TABLE AQ-1 CALIFORNIA AND FEDERAL AIR OUALITY STANDARDS

California Standards National Standards Average Pollutant Method Primary Method Concentration Secondary Time Oxidant 1 Hour 0.10 ppm Ultraviolet (200 ug/m3)Photometery Ozone 1 Hour 240 ug/m3 Same as Chemiluminesent (0.12 ppm)**Primary** Method Standards Carbon 8 Hour Non-Dispersive 10 mg/m3 Non-Dispersive 9.1 ppm Same as Monoxide (10 mg/m3)Infrared (9.5 ppm)Primary Infrared Standards Spectroscopy Spectroscopy 1 Hour 20 ppm 40 mg/m3 (23 mg/m3)(35 ppm) Nitrogen Annual 100 ug/m3 Gas Phase Dioxide Average Saltzman (0.05 ppm)Same as Method Primary Chemilumin-1 Hour 0.25 ppm Standards escence (470 ug/m3) Annual 80 ug/m3 Average (0.03 ppm)Sulfur 24 Hour 0.05 ppm Conductimetric 365 ug/m3 Pararosaniline Dioxide Method Method (131 ug/m3 (0.14 ppm)3 Hour 1300 ug/m3 (0.5 ppm)1 Hour 0.25 ppm (655 ug/m3)PM-10 Annual **TSP** Geometric High Volume 75 ug/m3 60 ug/m3 50 ug/m3 Suspended Mean High Volume Sampling Particulate Sampling 24 Hour PM-10 Matter **TSP** 50 ug/m3 260 ug/m3 150 ug/m3 **Sulfates** 24 Hour Aihl Method 25 ug/m3 No. 61 Aihl Method 30 Day Average 1.5 ug/m3 No. 54 Lead Calendar Atomic 1.5 ug/m3 Quarter 1.5 ug/m3 Absorption Hydrogen 1 Hour 0.03 ppm Cadmium Sulfide (42 ug/m3)Hydroxide Stractan Method 24 Hour Vinyl Chloride 0.010 ppm Gas (Chloroethene) (26 ug/m3)Chromatography 8 Hour 0.1 ppm 1 Hour 0.5 ppm Ethylene In sufficient amount to reduce the Visibility One prevailing visibility to less than 10 miles Observation Reducing when the relative humidity is less than 70% **Particles**





According to the 1989 South Coast Air Quality Management Plan, the worst air quality problem in the nation occurs within the South Coast Air Quality Management District. The South Coast Air Basin portion of the District exceeds federal air quality standards for four of the six federal criteria pollutants. Maximum ozone concentrations are triple the federal health standard, and carbon monoxide and fine particulate matter reach concentrations which are double the federal standard. The South Coast Air Basin also still exceeds the nitrogen dioxide standard. Southeast Desert Air Basin portion of the South Coast Air Quality Management District also experiences poor air quality, but to a lesser extent than the South Coast Basin. Currently, the Southeast Desert Air Basin does not meet federal standards for ozone, carbon monoxide, or particulate matter.

The City of La Quinta is subject to the SCAQMD Air Quality Management Plan (AQMP), a plan which describes measures designed to bring the South Coast Air Basin (SCAB) into compliance with federal and state air quality standards and to meet California Clean Air Act requirements. The AQMP divides its air pollution control strategies into three tiers according to their readiness for implementation:

- Tier I calls for full implementation of known technological applications and effective management practices over the next five years.
- Tier II calls for significant advancement of today's technological applications and vigorous regulatory intervention.
- Tier III requires development of new technology.

The development and implementation of an air quality element is one of the most important responsibilities that local government has for implementing the Regional Air Quality Management Plan, and the AQMP identifies Tier I control measures that should be addressed in all local Air Quality Elements. A State Implementation Plan (SIP) has been required in the Coachella Valley area for PM10 (Particulate Matter 10 microns or less in diameter) because the Coachella Valley is a non-attainment area for PM10 under the Federal Clean Air Act. The SIP for PM10 control has been prepared by the SCAQMD, and is being implemented through the joint efforts of SCAQMD and CVAG.

The functional relationship between the City of La Quinta and the various other governmental entities involved in air quality planning and regulation and their relevant plans, programs and standards is depicted in Figure AQ-3, The Air Quality Regulatory Environment.

Pollutants of Concern

Three pollutants are of concern for the Coachella Valley region:

- 1. Ozone
- 2. Carbon Monoxide
- Particulate Matter 3.

Ozone, commonly known as smog, is a secondary pollutant, formed when reactive organic gases (ROG) with oxides of nitrogen (NOx) react in the presence of sunlight. Automobiles constitute a significant source of both NOx and ROG. Significant concentrations of ozone are often recorded at locations far from the primary emission sources of the component pollutants. Ozone formation is greatest during the summer months when higher temperatures and longer daylight hours provide the maximum energy to fuel the photochemical reactions between nitrogen dioxide and volatile organic compounds which form ozone.

Carbon monoxide (CO) is a colorless, odorless gas produced largely by the incomplete burning of fuel in internal combustion engines. The majority of carbon monoxide mixing occurs close to the source and therefore local CO concentrations are primarily a local Carbon monoxide emissions are phenomenon. highest when temperatures are low, resulting in less complete combustion of CO, and when winds are calm, resulting in slower dispersion. Concentrations of CO occur within close proximity to heavily traveled streets, especially at locations where vehicles idle for prolonged periods (e.g., parking lots, drive-through facilities, and congested intersections). These areas of high CO buildup are generally referred to as CO "hotspots" and are related directly to vehicle speeds.

Suspended particulate matter (TSP) is composed of fine solids or liquids such as soot, dust aerosols, fumes and mists. A large portion of the total suspended particulate matter in the atmosphere consists of PM10. PM10 describes particulates of 10 microns or less in diameter. PM10 is produced by (e.g., agricultural and both human activities construction operations, suspended dust and tire abrasion from vehicles traveling on roads) and natural occurrences such as wind storms. Air quality control measures to control particulate emissions distinguish between emissions generated by human activities and those resulting from uncontrollable natural meteorological phenomenon. Although criterion have been developed to identify "exceptional event" particulate

emission episodes and conditions, these sources are exempt from emission control efforts.

Based on the research of the South Coast Air Quality Management District and other agencies, air pollutants have been shown to produce a variety of adverse health effects on humans. Hazardous health effects are especially pronounced for certain segments of the population who are particularly sensitive to the adverse effects of air pollution. People recognized as exhibiting particular sensitivity to air pollution include those who are under 18 years of age, over 65 years of age. pregnant, suffering from cardiovascular or chronic respiratory diseases, or involved in athletic or physically stressful activities. Land uses likely to include concentrations of such individuals include schools, day care centers, parks and recreation areas, medical facilities, rest homes, etc., are referred to as "Sensitive Receptor Land Uses."

Adverse health effects resulting from exposure to pollutant concentrations range from eye irritation to respiratory diseases such as emphysema. Carbon monoxide, ozone and nitrogen oxides, when absorbed into the bloodstream, reduce the oxygen-carrying ability of hemoglobin. Suspended particulate matter, sulfur dioxide, nitrogen and ozone can trigger respiratory diseases such as asthma, bronchitis, and lung cancer.

Local Air Quality Conditions

Air quality conditions in the Coachella Valley are closely tied to the prevailing meteorology of the region. The Coachella Valley is bounded by the San Jacinto Mountains to the west and the Little San Bernardino Mountains to the east. The climate of the Valley is continental, desert-type, with hot summers, mild winters and low annual rainfall. Temperatures exceed 100 degrees Fahrenheit an average of four months each year, with daily highs near 110 degrees Fahrenheit during July and August.

The City of La Quinta is located within Source Receptor Area (SRA) 30, which includes two air quality monitoring stations, one located in the City of Palm Springs and one in the City of Indio. The Indio station monitors conditions which are most representative of the ambient air quality within the La Quinta area and has been collecting data for ozone and particulates since 1983. The Palm Springs station monitors carbon monoxide in addition to ozone and particulates and has been in operation since 1985.

Combined ambient air quality monitoring data from the Indio and Palm Springs stations, along with state and

federal ambient air quality standards are summarized in Table AQ-2, *Ambient Air Quality Summary*, *Indio and Palm Springs Monitoring* station.

As noted within Table AQ-2, the Coachella Valley area has exceeded federal or state standards for ozone and particulates (TSP and PM10) during the period 1989–1990. The State Air Resources Board (ARB) has designated the entire Riverside County portion of the Southeast Desert Air Basin as a non-attainment area for photochemical oxidants (ozone, or smog) and total suspended particulate matter. A non-attainment area is designated as such by having violated state air quality standards at least twice in any 12-month period during the past eight quarters.

At the current time, the Federal government has not imposed sanctions over violations of ozone because the Southeast Desert Air Basin is showing progress toward meeting the standards. Despite the ozone exceedances recorded in the Coachella Valley, ozone attainment is less of a local concern than particulate matter because the majority of ozone in the Valley is created and transported from the Los Angeles area.

The Coachella Valley has been designated by the Environmental Protection Agency (EPA) as a Group I non-attainment area for PM10. This means the Valley has a 95 percent chance of violating federal health-based standards for PM10. Under Section 110 of the Federal Clean Air Act, a State Implementation Plan must be prepared for the Coachella Valley outlining how the federal standards for PM10 will be achieved and maintained within three to five years of EPA's approval of the Plan.

Because the primary source of ozone in the Coachella Valley is that transported from the Los Angeles Air Basin, the maximum number of ozone violations typically occur in the westernmost portions of the The prevailing winds characteristic of the Coachella Valley strongly influence local concentrations of both ozone and particulate matter. The northwesterly winds which dominate throughout the year are responsible for the transport of ozone concentrations from the Los Angeles Air Basin into the Coachella Valley through the Banning Pass. Ozone concentrations in the Coachella Valley are greatest during the warm summer months and at locations where ozone transported from the west meets locally produced concentrations of ozone forming pollutants. The most significant locally-produced component is NOx, with the greatest concentrations associated with areas of heavy traffic and congestion.

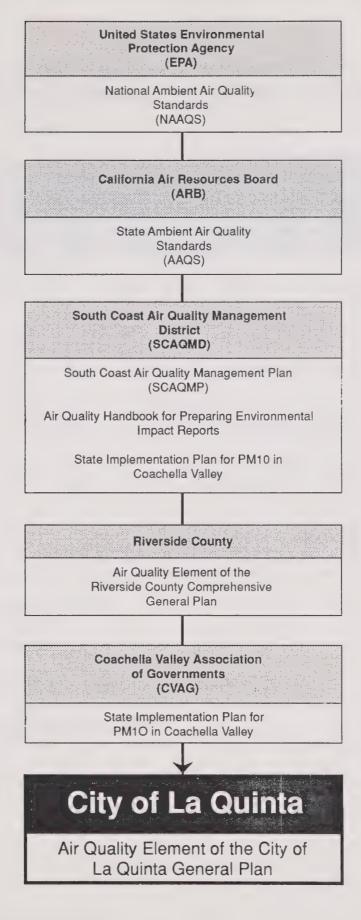


Figure AQ-3

Air Quality Agencies and Plans

TABLE AQ-2 AMBIENT AIR QUALITY SUMMARY INDIO AND PALM SPRINGS MONITORING STATION

Pollutants	Average Time	California Air Quality Standards	Federal Primary` Standards	Maximum 1 hr Concentrations (ppm) Palm Springs / Indio 1989 1990 1989 1990			Number of Days Exceeding State Standards ppm 1hr Palm Springs / Indio 1989 1990 1989 1990				
Oxidants (Ozone)	1 hr	0.09 ppm	0.12 ppm	.19	.17	.16	.16	108	73	76	47
Carbon Monoxide	8 hrs 1 hr	9.1 ppm 20 ppm	9.5 ppm 35 ppm	6.0 2.9	5.0 2.3	NM NM	NM NM	0	0	NM NM	NM NM
Nitrogen Dioxide	1 hr	0.25 ppm	-	.09	.09	NM	NM	0	0	NM	NM
Sulfur Dioxide	1 hr	0.25 ppm	-	NM	NM	NM	NM	NM	NM	NM	NM
Total Suspended Particulates	24 hrs	-	260 ug/m ³	768*	83*	1,465*	1485**				

^{* =} Maximum 24-hour sample (in ug/m3)

ppm = Parts per million

ug/m3 = Micrograms per cubic meter

N/M = Not Monitored

** = Less than 12 full months of data. Monitoring discontinued

Source: South Coast Air Quality Management District

The primary source of carbon monoxide in the Coachella Valley is automobiles. Local carbon monoxide concentrations are greatest during the cooler winter months near congested intersections and roadway segments.

In the Coachella Valley, PM10 comes mostly from locally generated fugitive dust, particularly soil dust. Within the Valley, there is a natural sand migration process which has direct and indirect effects on air quality. Each winter, huge deposits of newly created sand accumulate in the northern portion of the Valley created by rains and water run-off. Persistent strong winds during the spring months carry sand down the Valley. This natural sand migration process called "blowsand" produces PM10 in two ways:

- 1. By direct particle erosion and fragmentation (natural PM10).
- By secondary effects, such as sand deposits on road surfaces which can be ground into PM10 by moving vehicles, and resuspended in the air by those vehicles (manmade PM10).

Because PM10 non-attainment conditions in the Coachella Valley are strongly tied to local fugitive dust problems, rather than dominated by transport from the South Coast Air Basin, a separate PM10 State Implementation Plan for the Coachella Valley has been prepared. Local governments, the South Coast Air Quality Management District, and the Coachella Valley Association of Governments, working cooperatively are responsible for implementing and monitoring the SIP for PM10 in the Coachella Valley. The Plan focuses on man-made dust-producing activities and the reduction of blowsand intrusion into populated areas. Local governmental responsibilities for implementing the PM10 SIP include the following:

- Adoption of ordinances to reduce emissions from agricultural and construction activities, specify supplemental development standards for new and existing uses, plant windbreaks, and initiate clean streets programs.
- Monitoring implementation of these ordinances and programs by submitting data annually to the Coachella Valley Association of Governments.
- Creating a County Service Area or similar mechanism as appropriate to fund the SIP's implementation.

A technical working group has been established by the South Coast Air Quality Management District board, with membership composed of District, Riverside County, representatives from the cities within the Coachella Valley Association of Governments, and Coachella Valley Association of Governments appointees to facilitate implementation of the State Implementation Plan.

SUMMARY OF KEY AIR QUALITY ISSUES

- The land use and traffic forecasts contained in the Land Use and Circulation elements of the General Plan describe dramatic increases in land use density, trip generation and traffic volumes for the community at buildout. The dramatic increases in mobile source emissions resulting from increased trip making, vehicle miles of travel and roadway congestion can have significant air quality impacts which will need to be addressed.
- Certain land uses represent potentially significant sources of air pollution, either directly, as emitters of pollutants, or indirectly through the vehicle trips they generate. The stationary and mobile source air quality impacts associated with new development should be addressed.
- The development outlined in the Land Use Element will include significant growth in the number of sensitive receptor land uses, such as residences, schools and hospitals, which are particularly sensitive to increased pollutant levels.
- Construction activity associated with the growth and development of the community can create considerable particulate emissions.
- Local air quality control and planning must be coordinated with a number of regional and state programs and requirements, including the South Coast Air Quality Management Plan, State Implementation Plan for PM10 in the Coachella Valley, and the Riverside County Growth Management Plan and the Regional Mobility Plan.

AIR QUALITY VISION STATEMENT

An Air Quality Vision Statement based on the key air quality issues and desires of the citizens and elected officials of the City of La Quinta is presented below. The policies included in this Air Quality Element are designed to implement this vision.

"The City of La Quinta's vision of the future for air quality focuses on achieving and maintaining a high level of air quality in order to protect the health of the City's residents and visitors and preserve the City's high quality of life. Air quality measures will be implemented which help to control existing sources of air pollution and which insure that future emissions do not exceed a level which would exceed air quality standards or otherwise adversely affect the health and property of the community's residents. The vision focuses on integrating land use, circulation and air quality policies and decisions in order to accommodate the City's desire for growth and demand for mobility while preserving local air quality as well as complying with and supporting regional, state and federal air quality requirements."

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Air Quality Element is one of eight elements of the La Quinta General Plan. The goals, policies, standards and implementation measures within this element shall relate directly to, and shall be consistent with all other elements. The Air Quality Element contains policies and actions which directly impact several other general plan elements, including the Environmental Conservation, Circulation and Land Use elements. The Air Quality Element formulates policies such that the level of growth described in the Land Use Element and the travel demands served by the Circulation Element can be accommodated in a manner consistent with regional and state air quality standards.

AIR QUALITY ELEMENT GOALS, OBJECTIVES AND POLICIES

The City of La Quinta's official development policies related to air quality are presented below. In the context of this General Plan, development policies include goals, objectives, policies and standards based on the following general definitions:

GOAL:

A concise statement which describes a desired condition to be achieved. A goal is generally not quantifiable, time-dependent or suggestive of specific actions for achievement. Goals are expressed as ends, conditions or states.

Objective:

A specific end, condition or state that is an intermediate step toward attaining a goal. An objective should be achievable and, when possible, measurable and time specific.

Policy

A specific statement which guides decision-making. A policy is clear and unambiguous and is based on the General Plan's goals and objectives, as well as the analysis of data.

Standard

A rule or measure establishing a level of quality or quantity which must be complied with or satisfied. Standards define the abstract terms of goals, objectives and policies with concrete specifications.

GOAL 9-1

General Plan Land Use, Circulation, Environmental Conservation and Air Quality Elements which are consistent and coordinated.

Objective 9–1.1

Ensure that future revision of the Land Use, Circulation and Environmental Conservation Elements of the General Plan conform to the goals, objectives and policies of the Air Quality Element.

Policy 9-1.1.1

The City shall review proposed changes to either the Land Use or Circulation Elements of the General Plan to determine the potential for significant air quality impacts and the necessity for revision of the Air Quality Element.

Objective 9-1.2

Establish and promote a land use pattern which supports air quality objectives governing the type, density and spatial distribution of development and the provision of transportation infrastructure contained in the Land Use and Circulation Elements of the General Plan.

Policy 9-1.2.1

Land uses which house people who are particularly sensitive to air pollution (schools, child care centers, hospitals, playgrounds, retirement homes, convalescent homes, etc.) shall be identified and isolated from sources of air pollution to the greatest extent possible.

Policy 9-1.2.2

Through the provisions of the Land Use Element of the General Plan, the City shall strive to maintain a balance between housing and employment within the community in order to minimize the length of commute trips.

Policy 9-1.2.3

Mixed use development, when in conformance with the goals, policies and objectives of the Land Use Element of the General Plan, shall be encouraged to reduce external vehicle trips and increase non-vehicular internal trips. Large business establishments shall be encouraged to incorporate eating facilities, wellness care facilities, child care facilities and other support facilities.

Policy 9-1.2.4

The City shall discourage leapfrog development to reduce vehicle miles traveled and trip generation. Through the Land Use and Circulation Elements of the General Plan which control the location of development and transportation infrastructure, the City shall encourage growth to occur in and around activity centers, transportation corridors, and under utilized infrastructure systems. Clustering of trip generators and encouraging growth along defined travel corridors allows for more efficient and effective transit service. Directing growth to occur in areas of excess roadway capacity reduces traffic congestion.

GOAL 9-2

New development which does not degrade air quality.

Objective 9-2.1

Identify the air quality impacts of new development and the mitigation measures required to insure that the development will not adversely impact air quality beyond established, allowable limits.

Policy 9-2.1.1

In accordance with the California Environmental Quality Act Guidelines (CEQA), the City shall require all proposed developments to evaluate the air quality impacts of the proposed use. The applicant shall submit an air quality analysis if the proposed project meets one of the following threshold criteria of significance for air quality or threshold levels for land uses identified in the most recent version of the South Coast Air Quality Management District's Air Quality Handbook for Preparing Environmental Impact Reports.

Air quality analyses for new development shall locate sensitive receptors near the project and assess probable exposure to the project's emissions. If the project will have a significant impact on air quality, the analysis must propose suitable mitigation measures as identified in the South Coast Air Quality Management District's Air Quality Handbook for Preparing Environmental Impact Reports.

Policy 9-2.1.2

Parking lot and internal circulation systems of new development shall be designed so as to minimize internal travel and vehicle idling time.

Policy 9-2.1.3

The City shall encourage land use developments which incorporate "transit", pedestrian", and bicycle—oriented design features. Design features amenable to transit and other alternate travel mode utilization may include on—site transit stops, including benches, scheduling information, etc.; internal pedestrian circulation systems (which provide direct and protected access to the transit stop or alternate mode amenities such as bike lanes); and conveniently located bicycle racks.

Policy 9-2.1.4

The City shall discourage the inclusion of design features in retail and commercial facilities which would tend to aggravate air quality problems, such as drive—through windows and overly circuitous internal circulation systems.

Objective 9-2.2

Reduce emissions resulting from construction and construction-related activities.

Policy 9-2.2.1

The City shall encourage the use of low-polluting building and construction methods and materials. Examples of building methods and materials that would result in lower emissions of reactive organic gases (ROG) and particulates include pre-primed and sanded wood molding and trim products; pre-primed wallboard; and vacuuming in lieu of pneumatic debris removal.

Policy 9-2.2.2

Developers shall be encouraged to maintain the natural topography, to the extent possible, to eliminate the need for extensive land clearing, blasting, ground excavation, grading and cut and fill operations.

Policy 9-2.2.3

The City shall require watering of construction sites, construction vehicle wheel washing, application of soil stabilizers, and other normal wetting procedures or dust palliative measures shall be followed during site preparation to reduce fugitive dust emissions.

GOAL 9-3

Free-flow traffic conditions maintained so as to minimize mobile source emissions associated with vehicle delay.

Objective 9-3.1

Minimize vehicle delays at intersections.

Policy 9-3.1.1

The City shall monitor traffic conditions at high traffic volume locations and implement measures to maintain

and improve traffic flow as necessary. Traffic flow improvements to be considered include geometric improvements such as additional through or turn lanes, as well as optimization of traffic signal timing and phasing and coordination of multiple traffic signals to promote efficient main street movement along high volume corridors.

GOAL 9-4

Trip generation minimized to reduce truck and automobile emissions.

Objective 9-4.1

Minimize the number of person and vehicle work trips made within the community.

Policy 9-4.1.1

The City shall adopt and enforce a Transportation Demand Management (TDM) Ordinance which identifies measures to reduce the number of trips generated and which shifts travel from congested to less congested times and facilities. The TDM Ordinance shall incorporate and support South Coast Air Quality Management District Regulation XV governing employer trip reduction programs. The TDM Ordinance shall also include measures which support and advance the Riverside County Congestion Management Plan.

Policy 9-4.1.2

The City shall encourage public and private employers to implement programs which eliminate person work trips, such as alternate work schedules, flextime and telecommuting.

Policy 9-4.1.3

The City shall encourage public and private employers who are not required by South Coast Air Quality Management District Regulation XV to prepare trip reduction ordinances (employers with fewer than 100 employees on-site) to implement programs which increase average vehicle occupancy, such as vanpool and carpool programs. Employers shall be encouraged to form Transportation Management Associations (TMAs). Transportation Management Associations are private, non-profit corporations formed by employers designed to pool collective resources and facilitate agreements regarding the purchase of vans, level of

ridesharing, location of day care facilities, etc. Employers interested in forming a TMA shall be referred to the Riverside County Planning Department and County Transportation Coordinator for guidance and technical assistance.

Policy 9-4.1.4

Encourage walking for short-distance trips through the creation of pedestrian-friendly development.

Policy 9-4.1.5

The City shall promote improved transit service in accordance with the objectives of the Circulation Element through improved bus service (time, schedule, performance and connections) as a viable alternative to automobile travel.

Policy 9-4.1.6

The City shall promote and encourage the utilization of parking availability and pricing as a means of managing parking demand and discouraging single-occupant vehicle usage.

GOAL 9-5

Particulate emissions reduced to achieve federal and state standards.

Objective 9-5.1

Comply with South Coast Air Quality Management District requirements to control fugitive dust.

Policy 9-5.1.1

The City shall actively apply South Coast Air Quality Management District Rules 403 (Fugitive Dust) and 403.1 (Wind Entrainment of Fugitive Dust) to control particulate emissions and coordinate with the District in monitoring the effectiveness of these controls.

Objective 9-5.2

Promote the implementation of the State Implementation Plan for PM10 in the Coachella Valley.

Policy 9-5.2.1

The City of La Quinta shall participate in and support the recommendations of, the Coachella Valley PM10 Technical Working Group.

Objective 9-5.3

Reduce fugitive dust emissions from agricultural operations.

Policy 9-5.3.1

Measures to control fugitive dust associated with agricultural activities developed by the Riverside County Cooperative Extension (Manual for the Control of PM from Agriculture) shall be encouraged. Recommended measures include vegetative cover, windbreaks and improved tillage practices.

Objective 9-5.4

Reduce dust from paved and unpaved roadways and parking lots.

Policy 9-5.4.1

The City shall adopt a Fugitive Dust Control Ordinance which specifies control measures for all roadways carrying a minimum of 20 vehicles per day. The Ordinance shall be consistent with South Coast Air Quality Management District Rules 403 and 403.1.

Policy 9-5.4.2

The City shall coordinate with and support efforts to establish a county-wide cooperative street cleaning program. Institution of a county-wide cooperative street cleaning program among member jurisdictions of the Coachella Valley Association of Governments will be promoted as a means of regionally controlling particulate buildup on roadways. The use of funding made available through the Intermodal Surface Transportation Efficiency Act (ISTEA) shall be investigated.

GOAL 9-6

Clean-burning fuels in vehicles to reduce mobile source pollutant emissions.

Objective 9-6.1

Replace City vehicles utilizing gasoline and diesel internal combustion engine technology with vehicles that operate on clean-burning fuels.

Policy 9-6.1.1

The City shall examine the feasibility of replacing unusable internal combustion City vehicles with vehicles operating on clean-burning fuels such as natural gas, methanol, propane, an electricity. Vehicles utilizing clean fuels shall be purchased where alternative fuels and refueling methods are available, and where the vehicles are capable of performing required functions.

GOAL 9-7

Maximum feasible utilization of non-local funding sources for the implementation of Air Quality Element plans, programs and policies.

Objective 9-7.1

Identify opportunities for the utilization of nonlocal funding sources for the implementation of Air Quality Element plans, programs and policies.

Policy 9-7.1.1

The City shall investigate opportunities for utilization of federal Intermodal Surface Transportation Efficiency Act (ISTEA) and State Assembly Bill 2766 (AB 2766) funding to implement local air quality measures.

Policy 9-7.1.2

The City shall investigate the opportunities for utilization of funds for traffic signal synchronization from the CALTRANS Fuel Efficient Traffic Signal Management Grant Program.

Policy 9-7.1.3

The City shall investigate the feasibility of participation in the California Energy Commission's (CEC) Methanol–Fueled Vehicle Demonstration Program.

Policy 9-7.1.4

The City shall utilize a portion of State Motor Vehicle Registration Fees to fund local air quality programs.

GOAL 9-8

Emissions resulting from energy consumption in residential, commercial, and governmental facilities reduced.

Objective 9-8.1

Reduce local government energy consumption.

Policy 9-8.1.1

The City shall incorporate the most energy efficient design consistent with a reasonable rate of return and the recognition of the environmental benefits from energy conservation into local government facilities and equipment that utilizes energy.

Objective 9-8.2

Reduce energy consumption by residential and commercial development.

Policy 9-8.2.1

The City shall encourage the incorporation of energy conservation features in the design of all new construction and the installation of conservation devices in existing developments.

Policy 9-8.2.2

The City shall encourage energy audits of existing structures, identifying levels of existing energy use and potential conservation measures.

Policy 9-8.2.3

The City shall require that new construction not preclude the use of solar energy systems by uses and buildings on adjacent properties and consider enactment of a comprehensive solar access ordinance.

Policy 9-8.2.4

The City shall promote the use of passive design concepts which make use of the natural climate to increase energy efficiency.

Policy 9-8.2.5

The City shall administer the provisions of the existing Outdoor Illumination Ordinance (Dark Sky Ordinance) to help limit night time energy consumption from lighting.

AIR QUALITY IMPLEMENTATION MEASURES

The various actions, programs and strategies the City should take to implement the goals, objectives and policies of the Air Quality Element are presented on Table AQ-4, City of La Quinta, Air Quality Element Implementation Measures.

- Implementation Measure Includes a description of the action, program and/or strategy which implements the air quality development policies.
- Purpose Identifies the intent and purpose of accomplishing the implementation measure.
- Development Policy Reference Identifies the particular development policy the measure is implementing.
- Key Participants Identifies the appropriate public and private body, agency, group, individuals or volunteers responsible to complete the implementation measure.

TABLE AQ-3

City of La Quinta, Air Quality Element Implementation Measures

	Implementation Measure	Purpose	Development Policy Reference	Key Participants
1.0	Maintain Active City participation the Coachella Valley PM10 Technical Working Group.	To continue to represent the interests and promote the objectives of the City in the Working Group's formulation of implementation measures relative to the control of PM10 emissions and to illuminate local PM10 related planning with the regional perspective represented by other group participants.	P9-5.2.1	City Council; Planning Commission; Planning and Development Department
2.0	Establish Guidelines for assessing air quality impacts through the City Traffic Impact Report Process.	To insure that the potential for significant air quality impacts resulting from all new development is considered and to validate air quality objectives as justification for mitigation of traffic impacts.	P9-2.1.1 P9-2.1.2 P9-2.1.3 P9-4.1.1 P9-4.1.2 P9-4.1.3 P9-4.1.4 P9-4.1.6	City Council; Planning Commission; Public Works Department; Planning and Development Department
3.0	Incorporate maintenance of air quality objectives as an additional goal and justification for roadway and intersection improvements within the City's Critical Intersection Plan and Traffic Monitoring Program.	To establish maintenance of air quality as a valid justification of roadway and intersection improvements.	P9-3.1.1	City Council; Planning Commission; Public Works Department; Planning and Development Department

TABLE AQ-3 (continued)

City of La Quinta, Air Quality Element Implementation Measures

	Implementation Measure	Purpose	Development Policy Reference	Key Participants
4.0	Explore the feasibility of replacing existing City vehicles with alternate vehicles which operate on clean-burning fuels	To determine the feasibility and possible approaches to reducing automobile pollutant emissions by replacing retired City vehicles with vehicles which operate on clean—burning fuels such as natural gas, methanol, propane, or electricity.	P9-6.1.1	City Council; City Manager; Planning and Development Department; Finance Department
5.0	Prepare Development Site Design Guidelines which promote Air Quality Objectives	To identify and encourage the incorporation of site design features in new development which contribute to the reduction of automobile emissions by facilitating the use of alternative travel modes and which reduce parking lot and internal circulation travel, vehicle idling time and promote pedestrian travel.	P9-2.1.2 P9-4.1.4 P9-4.1.6 P9-2.1.3 P9-2.1.4	City Council; Planning and Development Department; Public Works Department



intreduction

2.0 Land Use Element

3.0 Circulation Element

4.0 Open Space Element

Fank and Regression Element

6.0 Environmental Conservation Eliment

7.0 Infrastrumure and Public Services Element

Environmental Hazaros Elomont

Air Quality Element

10.0Glossary/Bibliography/Index



Glossary

affordable housing – housing affordable to first-time homebuyers and households earning less than 115% of the area's median family income (i.e., less than 30% of household gross income is spent on shelter costs).

alluvial fan(s) – a gradually sloping mass of sand, clay, etc. that widens out like a fan from the place where a stream slows down as it enters a plain.

Ambient Air Quality Standards (AAQS) – the maximum level of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare.

arterial roadways – serves those major movements of traffic within or through the urban area that are not served by expressways. Arterials interconnect the principal traffic generators within the city, as well as important rural routes.

blowsand – desert sand movement similar to a sandstorm.

buffer – a method of separating incompatible uses; examples include opaque fencing, vegetated berms, and dense landscaping.

buildout – the point at which a community is developed to its maximum permitted density.

Capital Improvement Program – the multi-year scheduling of public physical improvements (such as new buildings, schools, ballfields, fire trucks, etc.)

clean industry - non-polluting industries; typically assembly and distribution uses.

cluster development – a land use control device that allows flexible design and clustering of development in higher densities on the most appropriate portion of a parcel in order to provide increased open space elsewhere on the parcel.

collector streets – serves internal traffic movements within an area of the city, such as a subdivision, and connects this area with the arterial system.

Community Noise Equivalent Level (CNEL) – a 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

community park – improved, active recreation areas of 10 to 30 acres, with a service radius of 1 to 2 miles. Typical activities include playfields, court facilities, and indoor recreation space, among others.

condominium – a structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.

Congestion Management Plan – a mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems, management and jobs/housing balance strategies, and capital improvement programming for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development.

decibels (dB) - the accepted method of measuring the intensity of noise levels.

density bonus – permitting additional development on a parcel in exchange for items of public benefit such as affordable housing, recreation sites, infrastructure expansion, etc.

density transfer – a way of retaining open space by concentrating densities—usually in compact areas adjacent to existing urbanization and utilities—while leaving unchanged historic, sensitive, or hazardous areas.

dwelling unit – a room or group of rooms (including sleeping, eating, cooking and sanitation facilities, but not more than one kitchen) that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

endangered species – a species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

floodplain – the relatively level land area on either side of the banks of a stream regularly subject to flooding.

floor area ratio (FAR) - the gross floor area of a building divided by the net area of the commercial parcel of land.

household - all those persons, related or unrelated, who occupy a single housing unit.

housing unit — the place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under state law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep.

land bank – development and use of a dedicated fund to acquire fee and less-than-fee interests in open space lands for perpetual public use and preservation in a largely natural state.

land use – the occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Level of Service – a qualitative measure of traffic flow and driver satisfaction, with values ranging from A (free flow) to F (oversaturation).

liquefaction (soil) – the result of severe groundshaking on loosely compacted soils; ground surface becomes loose and unstable.

mitigation - to reduce or negate an impact.

Mixed Use Planned Development – a land use control device that allows flexible design of developments combining a variety of uses. Examples include combining office and retail, office and residential, etc.

neighborhood park – improved active recreation areas with a service radius of 0.5 miles which provide opportunities for field games, court games, and/or playground apparatus, among others. Typical size of these parks is 0.3 to 10 acres.

noise – any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying.

overlay – a land use designation on the Land Use Policy Diagram, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

PM10 – airborne particulate matter of 10 microns or less in diameter. PM10 is the result of agricultural and construction operations, suspended dust, tire abrasion from vehicles traveling on roads, and natural occurrences such as windstorms.

potable water - water that meets state and federal drinking water standards.

Quimby Act – established by the California Legislature in 1965 to allow cities and counties to establish ordinances requiring residential subdivision developers to provide park and recreation land and/or in-lieu of fees, as well as specifying acceptable uses and expenditures of such funds. (Calif. Gov't Code 66477).

recycle - the process of extraction and re-use of materials from waste products.

redevelop – to demolish existing buildings, or to increase the overall floor area existing on a property, or both, irrespective of whether a change occurs in land use.

right-of-way - a strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads and utility lines.

retention basin – a method of stormwater collection where stormwater is prevented from leaving the subject site.

Roadway Functional Classification – the categorization of roads and streets based on the number of travel lanes and typical mid-block vehicle capacity.

solid waste – a general category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood.

streetscape – the appearance of a street area including the road, sidewalk, benches, trees and planters, waste receptacles, kiosks, streetlights, and signage.

subdivision — the division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

tertiary treated wastewater – wastewater that has been treated to a third level, leaving it suitable for irrigation purposes, but not considered potable.

traffic model – a mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas.

Transfer of Development Rights – an innovative growth management technique where landowners are able to retain their land, but sell the right to develop the land for use on other property.

Traffic Monitoring Program – a continuing program of collection and review of traffic data, including hourly and daily volume counts, transit ridership estimates and traffic accident data. This data base is used to identify existing and developing capacity and safety problems and to support the maintenance and improvement of the city's traffic forecasting model.

Transportation Demand Management (TDM) – the implementation of programs and the provision of facilities that are intended to change demand on the circulation system and to change user behavior in order to reduce traffic congestion.

Transportation System Management (TSM) – the application of construction, operational, and institutional actions to make the most productive and cost-effective use of existing transportation facilities and services. Examples of TSM measures include Travel Demand Management (TDM) techniques which aim to manage the number and length of trips and a wide range of operational improvements such as signal timing optimization and priority treatment for high-occupancy vehicles.

view corridor – the line of sight—identified as to height, width and distance—of an observer looking toward an object of significance to the community.

Williamson Act (California Land Conservation Act) – allows counties and cities to establish agricultural preserves and offer contracts to landowners for the purpose of protecting agricultural land from premature conversion to other uses.

zoning – the division of a city (or county) by legislative regulations into areas (zones) that specify allowable uses and dimensional restrictions for properties within each area; a program that implements policies of the General Plan.

zoning map – the graphic presentation of the zoning ordinance showing the division of a city (or county) into districts (zones) of the number, shape and area best suited to carry out the purposes of the zoning ordinance.



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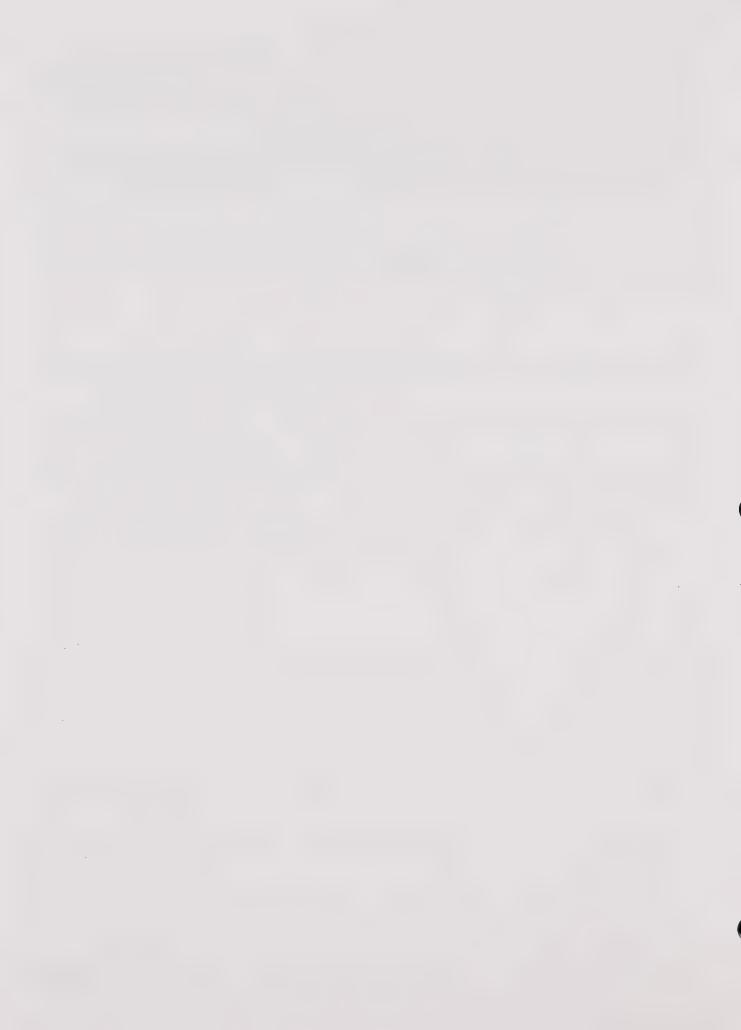
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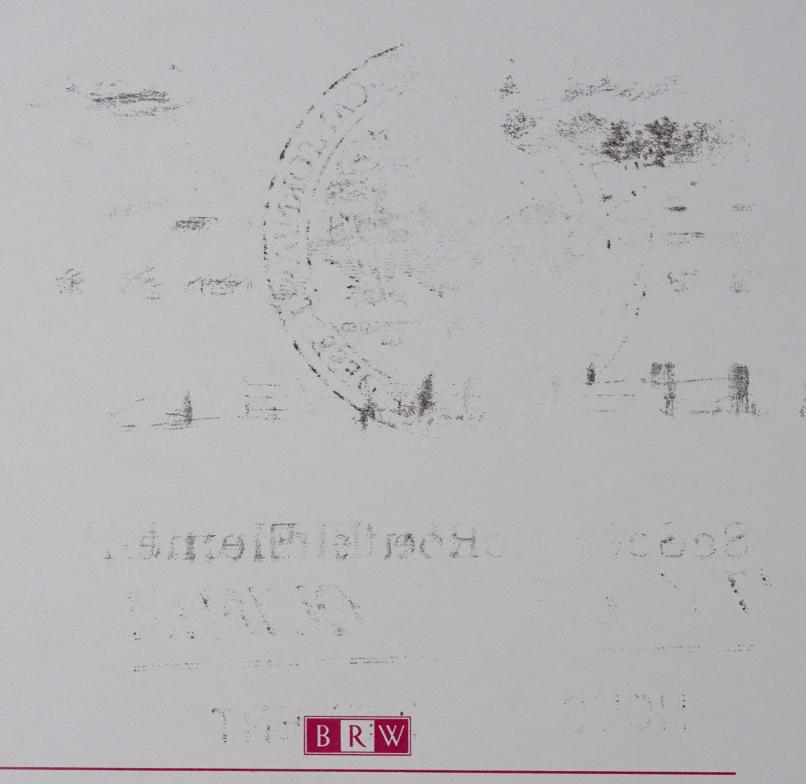


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